# FY 2008-13 CAPITAL IMPROVEMENT PLAN


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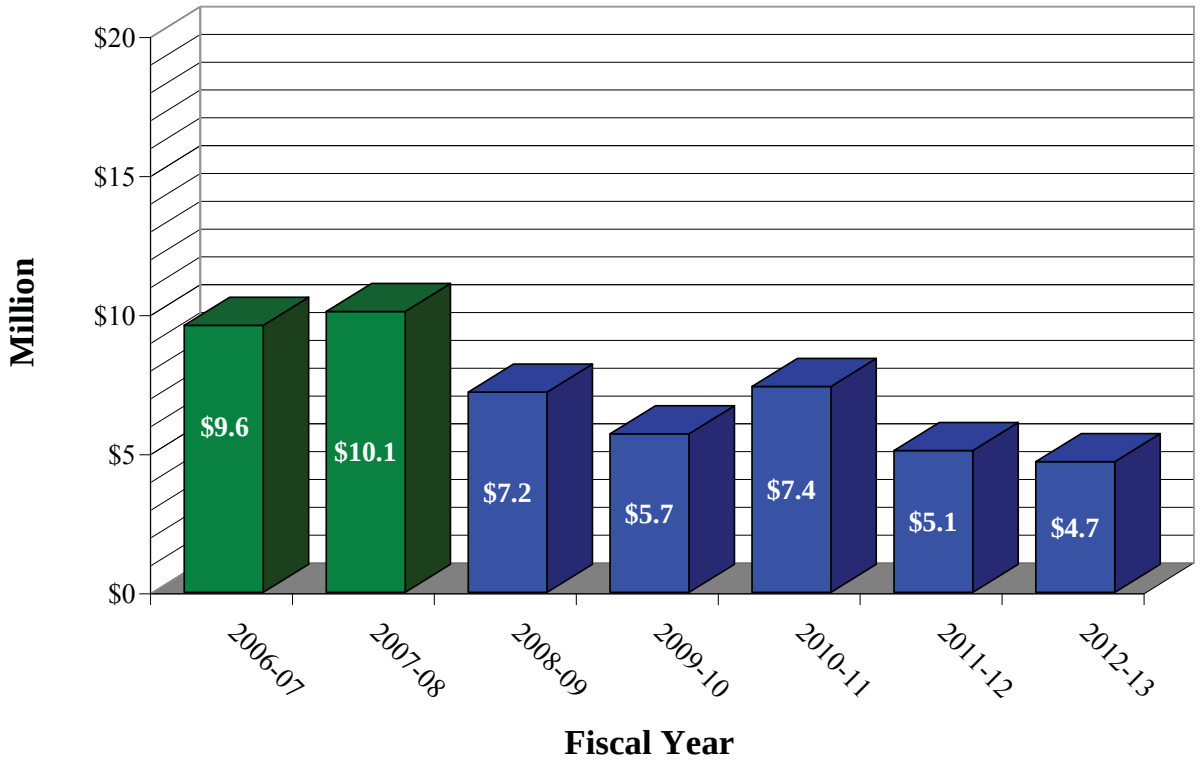
# FIVE YEAR CAPITAL IMPROVEMENT PLAN
# FY 2008-13

## FY 2007-08 ACTUAL AND
## FY 2008-09 ESTIMATED




The large projects programmed for FY 2008-09 include $4.1 million for Proposal "R-2" Year 1 Neighborhood Road Improvements; $1.2 million for the new industrial road mill and overlay; $720,000 for parks projects; and $320,000 for Year 6 of the Sidewalk Replacement and gap installation program. The Capital Improvement Plan spikes again in FY 2010-11 due to $3.5 million for Proposal "R-2" Year 3 Neighborhood Road Improvements; $1.5 million for Campbell road reconstruction; $420,000 for the east Whitcomb overlay project; and $420,000 for Year 8 of the Sidewalk program.

## PLAN OVERVIEW

The FY 2008-13 Five Year Capital Improvement Plan totals $30.3 million. The bar graph presented on the facing page shows the scheduled appropriations by year. The five year program, which is a consolidation of ongoing projects and projects planned over the next five years, represents future capital improvement commitments consistent with past City Council direction and the City's 2008-09 Goal Plan. (See Table I - Financial Overview.)

The Capital Improvement Plan (CIP) is being generated in response to the financial policies first adopted with the FY 1992-93 Budget. The plan is amended as needed and readopted each year. The proposed capital improvement policies include:

1. The City will develop a multi-year plan for capital improvements, update it annually and make all capital improvements in accordance with the plan.
2. The City's plan will include large capital purchases and construction projects costing more than $30,000.
3. The City will maintain its physical assets at a level adequate to protect the City's capital investment and to minimize future maintenance and replacement costs. The budget will provide for the adequate maintenance and the orderly replacement of the capital infrastructure and equipment from current revenues where possible.
4. The City will try to ensure that prime commercial/industrial acreage is provided with the necessary infrastructure to meet the market demand for this property.
5. The City will use the following criteria to evaluate the relative merit of each capital project:

    a. Projects that implement a component of the approved goal plan will be a priority when establishing funding.

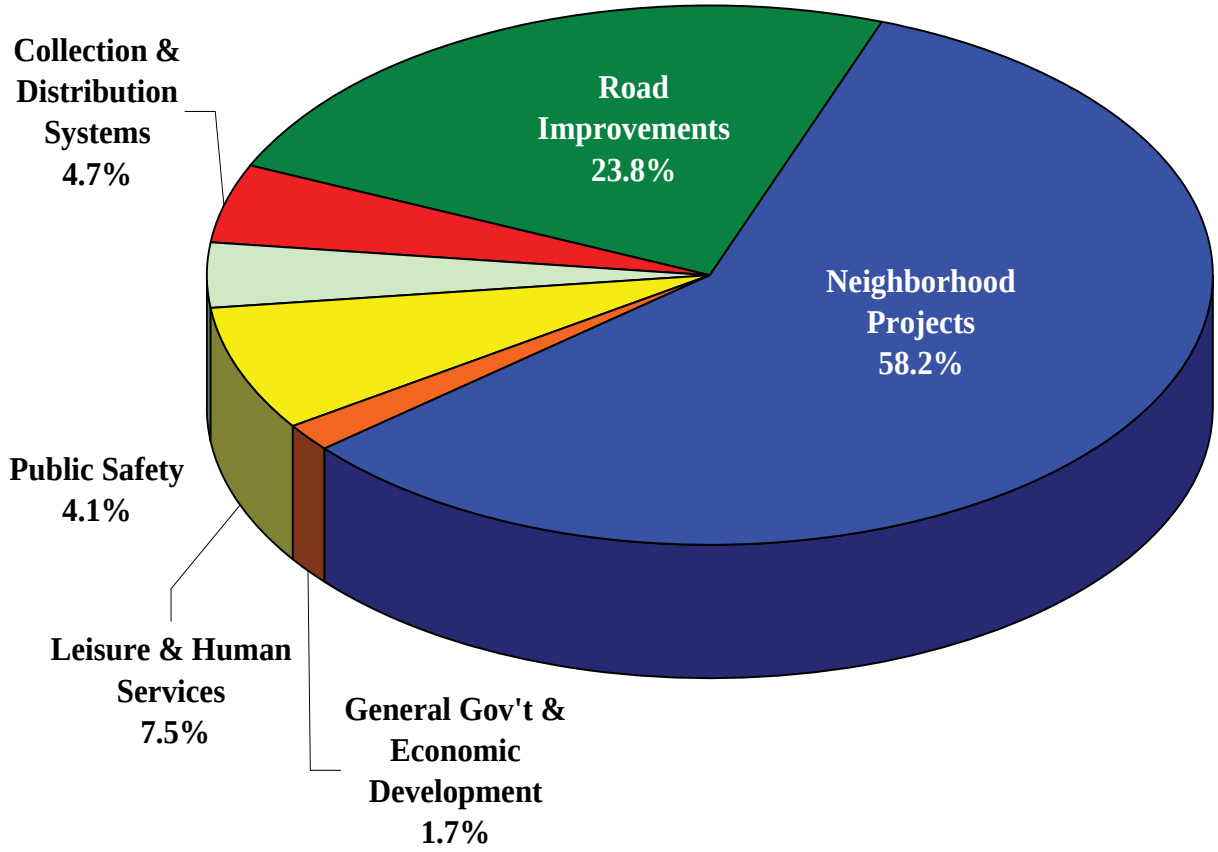
    b. Projects specifically included in an approved replacement schedule will receive priority consideration.

    c. Projects that reduce the cost of operations or energy consumption will receive priority consideration.

    d. Projects that duplicate other public and/or private services will not be considered.

    e. Priority will be given to those projects that directly support development efforts in areas with a majority of low to moderate-income households.

# USE OF FUNDS
# FY 2008-13




More than eighty percent of the Capital Improvement Plan is programmed for Road Improvements and Neighborhood Projects.

**TABLE I**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**FINANCIAL OVERVIEW**
**USE OF FUNDS**
**(IN THOUSANDS)**

**APPROPRIATIONS:**

| PROJECT DESCRIPTION | TABLE | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL APPROP. |
|---|---|---|---|---|---|---|---|---|---|
| Neighborhood Projects | III | $ 2,315 | $ 3,903 | $ 4,119 | $ 3,300 | $ 3,466 | $ 3,418 | $ 3,320 | $ 17,623 |
| Road Improvements | V | 3,319 | 4,134 | 1,793 | 1,147 | 2,589 | 919 | 768 | 7,216 |
| Collection & Distribution Sys. | VII | 1,400 | 507 | 0 | 655 | 302 | 254 | 200 | 1,411 |
| Public Safety | IX | 680 | 318 | 153 | 215 | 592 | 185 | 100 | 1,245 |
| General Govt & Economic Dev. | XI | 58 | 25 | 420 | 30 | 75 | 0 | 0 | 525 |
| Leisure & Human Services | XIII | 1,857 | 1,229 | 720 | 400 | 470 | 350 | 336 | 2,276 |
| TOTAL | | $ 9,629 | $ 10,116 | $ 7,205 | $ 5,747 | $ 7,494 | $ 5,126 | $ 4,724 | $ 30,296 |

## Summary of Appropriations by Program

In calculating the projected cost of future capital improvement projects and major equipment purchases, assumptions need to be made regarding what inflationary increases should apply to these items. This year's estimates have been adjusted to include assumed inflationary rates of 4 to 10 percent per year for vehicles and 5 percent for construction projects (unless set by predetermined financial targets).

In estimating the cost of future local improvement projects, construction costs have been increased to reflect an additional 20 percent above actual construction estimates. The 20 percent has been added to these projects to cover construction design, contract administration, construction staking, engineering, as-built drawings preparation, material testing, field inspections, right-of-way acquisition and contingency expenses. These types of expenses vary considerably from project to project but do not normally exceed 20 percent.

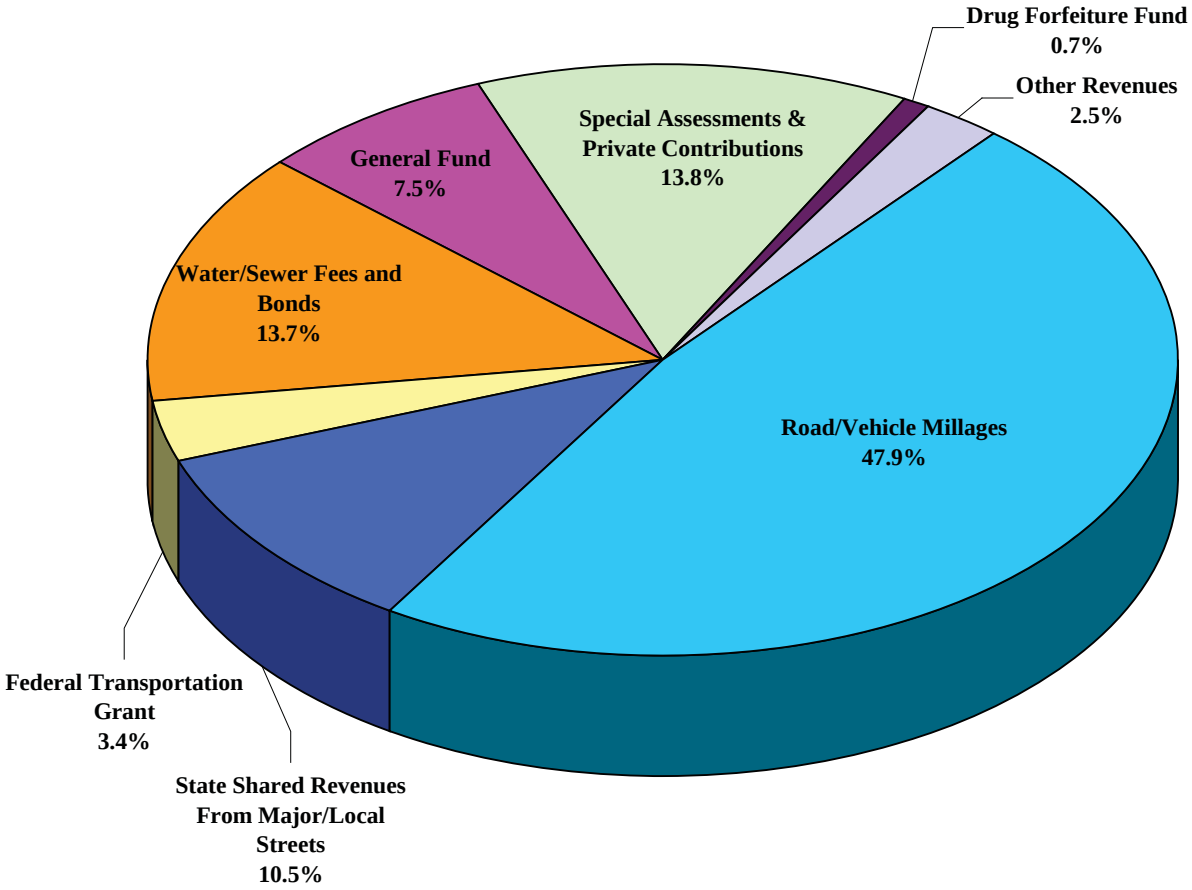
The format for the Capital Improvement Plan has been established to emphasize major functional areas. All capital improvement proposals have been classified into one of six functional areas: Neighborhood Projects, Road Improvements, Collection & Distribution Systems, Public Safety, General Government & Economic Development, and Leisure & Human Services. A separate chapter has been included in this plan for each functional area outlining the justification and funding for each proposal.

The five year planned Capital Improvement Plan expenditures for the six functional areas are expressed as a share of the total planned expenditures below:

| Expenditure Program | Percent of Plan |
|---|---|
| Neighborhood Projects | 58.2 |
| Road Improvements | 23.8 |
| Leisure & Human Services | 7.5 |
| Collection & Distribution Systems | 4.7 |
| Public Safety | 4.1 |
| General Government & Economic Development | 1.7 |
| | 100.0 |

The following pages illustrate the plan and those proposed projects included within it. It is an ambitious program focusing on major infrastructure needs throughout Madison Heights.

# SOURCE OF FUNDS
FY 2008-13




The Road and Vehicle Millage provides approximately one-half of the funding for the Capital Improvement Plan.

**TABLE II**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**FINANCIAL OVERVIEW**
**SOURCE OF FUNDS**
**(IN THOUSANDS)**

**REVENUES:**

| | TABLE III NEIGHBOR. PROJECTS | TABLE V ROAD IMPROV. | TABLE VII COLLECTION & DIST. SYSTEMS | TABLE IX PUBLIC SAFETY | TABLE XI GENERAL GOV'T & ECON. DEV. | TABLE XIII LEISURE & HUMAN SERVICES | TOTAL |
|---|---|---|---|---|---|---|---|
| General Fund | $ 0 | $ 0 | $ 0 | $ 760 | $ 375 | $ 1,146 | $ 2,281 |
| State Shared Revenues from Major/Local Streets | 0 | 3,188 | 0 | 0 | 0 | 0 | 3,188 |
| Special Assessments & Private Contributions | 1,085 | 2,198 | 0 | 0 | 0 | 891 | 4,174 |
| Road/Vehicle Millage | 13,809 | 489 | 0 | 227 | 0 | 0 | 14,525 |
| Royal Oak/Troy/Hazel Pk./Warren Local Rd. Match | 0 | 219 | 0 | 0 | 0 | 0 | 219 |
| Water/Sewer Fees and Bonds | 2,729 | 0 | 1,411 | 0 | 0 | 0 | 4,140 |
| Federal Transportation Grant | 0 | 1,022 | 0 | 0 | 0 | 0 | 1,022 |
| Road Commissions for Oakland & Macomb | 0 | 100 | 0 | 0 | 0 | 240 | 340 |
| Drug Forfeiture | 0 | 0 | 0 | 200 | 0 | 0 | 200 |
| Downtown Development Authority | 0 | 0 | 0 | 0 | 150 | 0 | 150 |
| Fire Bond Issue | 0 | 0 | 0 | 58 | 0 | 0 | 58 |
| TOTAL | $ 17,623 | $ 7,216 | $ 1,411 | $ 1,245 | $ 525 | $ 2,276 | $ 30,296 |

## Summary of Revenues by Source

The Capital Improvement Program is financed through a combination of tax and fee supported funds, State and Federal grants, pay-as-you-go projects and long-term borrowing. The program's largest revenue sources are Road and Vehicle Property Tax Millages and Water and Sewer Fund revenues totaling $19.3 million or 63.7 percent of the plan. The majority of these funds will be needed for scheduled neighborhood road improvement projects and replacement of watermains. A breakdown of revenues programmed in the FY 2008-13 Capital Improvement Plan is as follows:

| Revenue Source | Percent of Plan |
|---|---|
| Road and Vehicle Millages | 47.9 |
| Special Assessment and Private Contributions | 13.8 |
| Water and Sewer Fees and Bonds | 13.7 |
| State Shared Revenues from Major/Local Streets | 10.5 |
| General Fund | 7.5 |
| Federal Transportation Grants | 3.4 |
| Other Revenues | 2.5 |
| Drug Forfeiture | 0.7 |
| | 100.0 |

Revenue estimates are realistic and assume low growth and full Federal and State participation. Grants and other revenues from Federal, State and County governments now account for 14.4 percent of the Capital Improvement Plan. Major and Local Streets State Shared Revenues serve as the source for the City's contribution to road projects and support road maintenance projects (e.g. Campbell Road reconstruction, Industrial/Commercial road overlays, annual joint/cracking seal and sectional concrete replacement projects). Federal transportation grants provide over 70 percent of the funding for Stephenson Highway and Campbell Road projects, when approved.

In November 2007, Oakland County approved a contribution to the Road Commission's Tri-Party Program of $2.25 million. The $2.25 million contribution is matched by the Road Commission and the municipalities for a total program of $6.75 million. The Madison Heights annual contribution is $39,792, while the Road Commission and County's annual match stands at $79,585.

The Five Year Capital Improvement Program calls for the construction of 118 projects and the purchase of 16 major pieces of equipment.

The FY 2008-09 Capital Improvement Plan totals $7.2 million (Table I) and calls for the construction of 30 projects and the purchase of 2 major pieces of equipment.

**TABLE III**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**NEIGHBORHOOD PROJECTS**
**(IN THOUSANDS)**

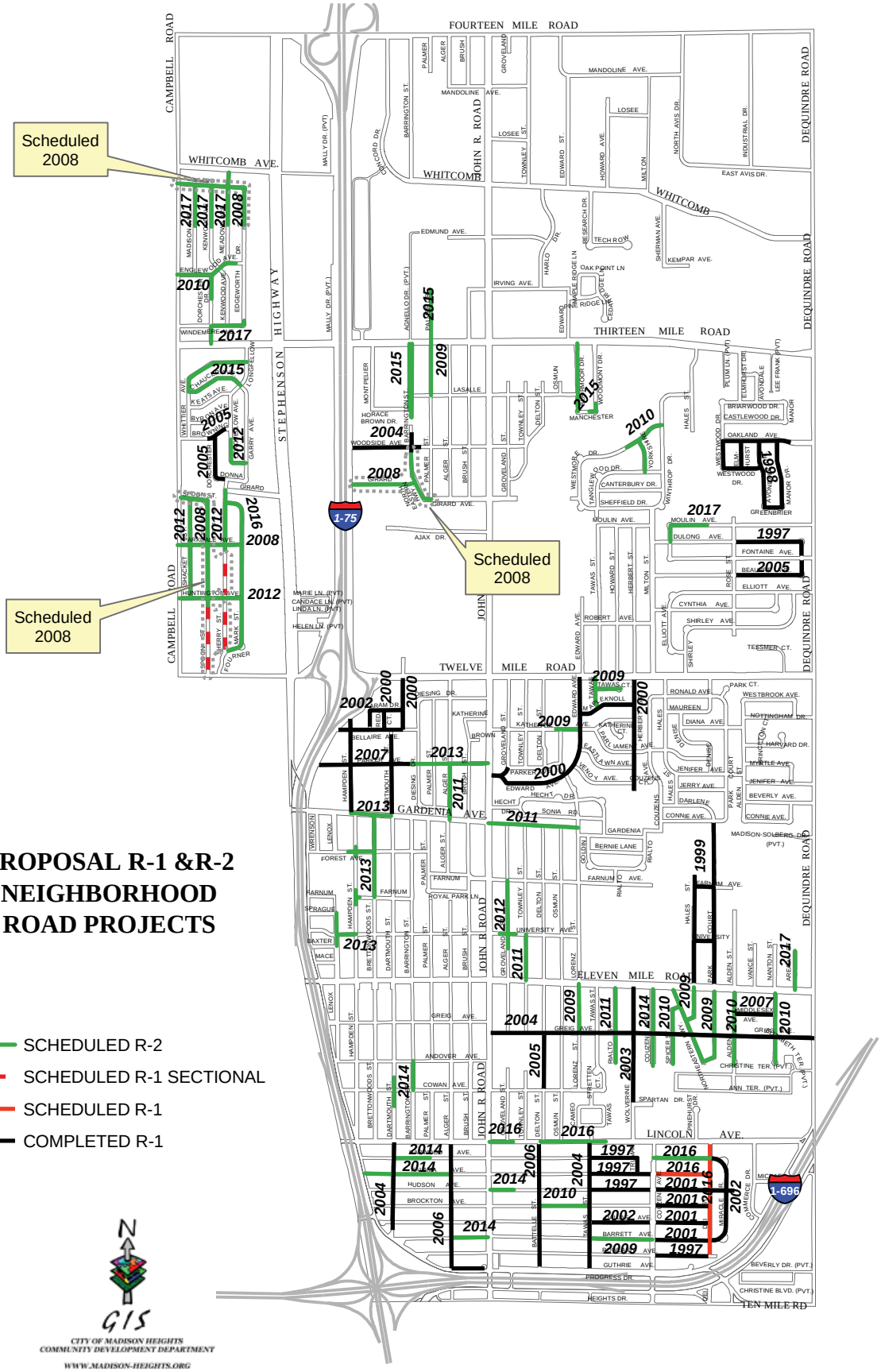
**APPROPRIATIONS:**

| NEIGHBORHOOD PROJECTS | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL APPROP. |
|---|---|---|---|---|---|---|---|---|
| Battelle - Lincoln to Guthrie (R-1) | $ 534 | $ 10 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 |
| Alger - Lincoln to Guthrie (R-1) | 883 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Guthrie - Alger to Cul De Sac (R-1) | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| Parker District (R-1) | 871 | 2,500 | 0 | 0 | 0 | 0 | 0 | 0 |
| Proposal "R-1" Joint & Crack Maintenance | 0 | 80 | 80 | 80 | 80 | 80 | 80 | 400 |
| Proposal "R-1" Concrete Repair | 0 | 50 | 50 | 50 | 50 | 100 | 50 | 300 |
| Proposal "R-2" Sidewalks | 0 | 20 | 20 | 20 | 20 | 20 | 20 | 100 |
| Watermain Restoration -Middlesex - Alden to Nanton (R-1) | 0 | 299 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| YEAR 1 ROADS | | | | | | | | |
| Spoon - Huntington North to Campbell (R-2) | 0 | 177 | 802 | 0 | 0 | 0 | 0 | 802 |
| Parkdale - Campbell to Mark (R-2) | 0 | 81 | 400 | 0 | 0 | 0 | 0 | 400 |
| Millard - Campbell to Edgeworth South to 31601 Millard (R-2) | 0 | 149 | 624 | 0 | 0 | 0 | 0 | 624 |
| Barrington/Northeastern - Woodside to Girard (R-2) | 0 | 88 | 575 | 0 | 0 | 0 | 0 | 575 |
| Girard - I-75 to Palmer (R-2) | 0 | 94 | 480 | 0 | 0 | 0 | 0 | 480 |
| Spoon Sectional (R-1) | 0 | 130 | 250 | 0 | 0 | 0 | 0 | 250 |
| Sherry Sectional (R-1) | 0 | 210 | 300 | 0 | 0 | 0 | 0 | 300 |
| | | | | | | | | |
| YEAR 2 ROADS (R-2) | | | | | | | | |
| Palmer - 13 Mile to Lasalle | 0 | 0 | 83 | 367 | 0 | 0 | 0 | 450 |
| Tawas - 12 Mile Road to Mapleknoll and Tawas Court - S | 0 | 0 | 98 | 454 | 0 | 0 | 0 | 552 |
| E. Barrett - Tawas to Couzens -S | 0 | 0 | 99 | 440 | 0 | 0 | 0 | 539 |
| Lorenz - 11 Mile to Greig | 0 | 0 | 77 | 308 | 0 | 0 | 0 | 385 |
| Hales - 11 Mile to Northeastern | 0 | 0 | 58 | 258 | 0 | 0 | 0 | 316 |
| Northeastern - 11 Mile to South End | 0 | 0 | 123 | 523 | 0 | 0 | 0 | 646 |
| Katherine - Lorenz to Edward | 0 | 0 | 0 | 160 | 0 | 0 | 0 | 160 |
| | | | | | | | | |
| YEAR 3 ROADS (R-2) | | | | | | | | |
| Brockton - Battelle to Tawas | 0 | 0 | 0 | 86 | 326 | 0 | 0 | 412 |
| Alden - 11 Mile to South end | 0 | 0 | 0 | 131 | 473 | 0 | 0 | 604 |
| Dorchester - Englewood to 31272 Dorchester | 0 | 0 | 0 | 76 | 176 | 0 | 0 | 252 |
| Yorkshire - Westmore to Tanglewood | 0 | 0 | 0 | 0 | 274 | 0 | 0 | 274 |
| Westmore - Winthrop to W. of Yorkshire Inc. 30459 Westmore | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 276 |
| Spicer - Northeastern to South end | 0 | 0 | 0 | 103 | 413 | 0 | 0 | 516 |
| Englewood - Campbell to Edgeworth | 0 | 0 | 0 | 115 | 417 | 0 | 0 | 532 |
| Nanton - 11 Mile to South end | 0 | 0 | 0 | 129 | 452 | 0 | 0 | 581 |
| | | | | | | | | |
| YEAR 4 ROADS (R-2) | | | | | | | | |
| Gardenia - John R to Lorenz | 0 | 0 | 0 | 0 | 147 | 609 | 0 | 756 |
| Rialto - 11 Mile to South end | 0 | 0 | 0 | 0 | 135 | 505 | 0 | 640 |
| Park Court - 11 Mile to South end | 0 | 0 | 0 | 0 | 147 | 563 | 0 | 710 |
| Alger - Parker South to Gardenia - S | 0 | 0 | 0 | 0 | 80 | 477 | 0 | 557 |
| Townley - 11 Mile to University | 0 | 0 | 0 | 0 | 0 | 311 | 0 | 311 |
| | | | | | | | | |
| YEAR 5 ROADS (R-2) | | | | | | | | |
| Shacket - Huntington to Spoon | 0 | 0 | 0 | 0 | 0 | 304 | 782 | 1,086 |
| Spoon - S. of Huntington Ave | 0 | 0 | 0 | 0 | 0 | 12 | 73 | 85 |
| Huntington - Campbell to Mark | 0 | 0 | 0 | 0 | 0 | 51 | 451 | 502 |
| Sherry - Girard to S. of Parkdale | 0 | 0 | 0 | 0 | 0 | 118 | 458 | 576 |
| Longfellow - Garry to 30290 Longfellow | 0 | 0 | 0 | 0 | 0 | 84 | 268 | 352 |
| Groveland and University Intersection - (Watermain to 11 Mile) | 0 | 0 | 0 | 0 | 0 | 184 | 601 | 785 |
| and 21700 Groveland to Farnum | | | | | | | | |
| | | | | | | | | |
| YEAR 6 ROADS (R-2) | | | | | | | | |
| Lenox - Baxter to Sprague | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 248 |
| Hamden - Farnum Intersection | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| University - Lenox to Hampden | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| Brettenwoods - Gardenia to Farnum | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 150 |
| Forest - Hampden to Brettenwoods & Hampden Intersection | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 |
| Gardenia - Hampden to Dartmouth | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 63 |
| Parker - E of Sealcoat to John R - (Watermain Cross-Over) | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 43 |
| | | | | | | | | |
| TOTALS | $ 2,315 | $ 3,903 | $ 4,119 | $ 3,300 | $ 3,466 | $ 3,418 | $ 3,320 | $ 17,623 |

**TABLE III**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**NEIGHBORHOOD PROJECTS**
**(IN THOUSANDS)**

**REVENUES:**

| NEIGHBORHOOD PROJECTS | GENERAL FUND | LOCAL/ MAJOR STREETS | CDBG | SPECIAL ASSESS. | ROAD MILLAGE | WATER & SEWER FUND | OTHER REVENUES | OTHER REVENUES | TOTAL REVENUE |
|---|---|---|---|---|---|---|---|---|---|
| Proposal "R-1" Joint & Crack Maintenance | $ 0 | $ 0 | $ 0 | $ 0 | $ 400 | $ 0 | $ 0 | $ 0 | $ 400 |
| Proposal "R-1" Concrete Repair | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 300 |
| Proposal "R-2" Sidewalks | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 |
| | | | | | | | | | |
| YEAR 1 ROADS | | | | | | | | | |
| Spoon - Huntington North to Campbell (R-2) | 0 | 0 | 0 | 0 | 802 | 0 | 0 | 0 | 802 |
| Parkdale - Campbell to Mark (R-2) | 0 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 400 |
| Millard - Campbell to Edgeworth South to 31601 Millard (R-2) | 0 | 0 | 0 | 0 | 624 | 0 | 0 | 0 | 624 |
| Barrington/Northeastern - Woodside to Girard (R-2) | 0 | 0 | 0 | 99 | 476 | 0 | 0 | 0 | 575 |
| Girard - I-75 to Palmer (R-2) | 0 | 0 | 0 | 112 | 368 | 0 | 0 | 0 | 480 |
| Spoon Sectional (R-1) | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 250 |
| Sherry Sectional (R-1) | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 300 |
| | | | | | | | | | |
| YEAR 2 ROADS (R-2) | | | | | | | | | |
| Palmer - 13 Mile to Lasalle | 0 | 0 | 0 | 0 | 367 | 83 | 0 | 0 | 450 |
| Tawas - 12 Mile Road to Mapleknoll and Tawas Court - S | 0 | 0 | 0 | 0 | 454 | 98 | 0 | 0 | 552 |
| E. Barrett - Tawas to Couzens -S | 0 | 0 | 0 | 0 | 440 | 99 | 0 | 0 | 539 |
| Lorenz - 11 Mile to Greig | 0 | 0 | 0 | 77 | 231 | 77 | 0 | 0 | 385 |
| Hales - 11 Mile to Northeastern | 0 | 0 | 0 | 65 | 193 | 58 | 0 | 0 | 316 |
| Northeastern - 11 Mile to South End | 0 | 0 | 0 | 131 | 392 | 123 | 0 | 0 | 646 |
| Katherine - Lorenz to Edward | 0 | 0 | 0 | 0 | 160 | 0 | 0 | 0 | 160 |
| | | | | | | | | | |
| YEAR 3 ROADS (R-2) | | | | | | | | | |
| Brockton - Battelle to Tawas | 0 | 0 | 0 | 0 | 326 | 86 | 0 | 0 | 412 |
| Alden - 11 Mile to South end | 0 | 0 | 0 | 118 | 355 | 131 | 0 | 0 | 604 |
| Dorchester - Englewood to 31272 Dorchester | 0 | 0 | 0 | 0 | 176 | 76 | 0 | 0 | 252 |
| Yorkshire - Westmore to Tanglewood | 0 | 0 | 0 | 0 | 274 | 0 | 0 | 0 | 274 |
| Westmore - Winthrop to W. of Yorkshire Inc. 30459 Westmore | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 0 | 276 |
| Spicer - Northeastern to South end | 0 | 0 | 0 | 103 | 310 | 103 | 0 | 0 | 516 |
| Englewood - Campbell to Edgeworth | 0 | 0 | 0 | 0 | 417 | 115 | 0 | 0 | 532 |
| Nanton - 11 Mile to South end | 0 | 0 | 0 | 113 | 339 | 129 | 0 | 0 | 581 |
| | | | | | | | | | |
| YEAR 4 ROADS (R-2) | | | | | | | | | |
| Gardenia - John R to Lorenz | 0 | 0 | 0 | 0 | 609 | 147 | 0 | 0 | 756 |
| Rialto - 11 Mile to South end | 0 | 0 | 0 | 126 | 379 | 135 | 0 | 0 | 640 |
| Park Court - 11 Mile to South end | 0 | 0 | 0 | 141 | 422 | 147 | 0 | 0 | 710 |
| Alger - Parker South to Gardenia - S | 0 | 0 | 0 | 0 | 477 | 80 | 0 | 0 | 557 |
| Townley - 11 Mile to University | 0 | 0 | 0 | 0 | 311 | 0 | 0 | 0 | 311 |
| | | | | | | | | | |
| YEAR 5 ROADS (R-2) | | | | | | | | | |
| Shacket - Huntington to Spoon | 0 | 0 | 0 | 0 | 782 | 304 | 0 | 0 | 1,086 |
| Spoon - S. of Huntington Ave | 0 | 0 | 0 | 0 | 73 | 12 | 0 | 0 | 85 |
| Huntington - Campbell to Mark | 0 | 0 | 0 | 0 | 451 | 51 | 0 | 0 | 502 |
| Sherry - Girard to S. of Parkdale | 0 | 0 | 0 | 0 | 458 | 118 | 0 | 0 | 576 |
| Longfellow - Garry to 30290 Longfellow | 0 | 0 | 0 | 0 | 268 | 84 | 0 | 0 | 352 |
| Groveland and University Intersection - (WM to 11 Mile) | 0 | 0 | 0 | 0 | 601 | 184 | 0 | 0 | 785 |
| and 21700 Groveland to Farnum | | | | | | | | | |
| | | | | | | | | | |
| YEAR 6 ROADS (R-2) | | | | | | | | | |
| Lenox - Baxter to Sprague | 0 | 0 | 0 | 0 | 248 | 0 | 0 | 0 | 248 |
| Hamden - Farnum Intersection | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 |
| University - Lenox to Hampden | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 |
| Brettenwoods - Gardenia to Farnum | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 150 |
| Forest - Hampden to Brettenwoods & Hampden Intersection | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 |
| Gardenia - Hampden to Dartmouth | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 |
| Parker - E of Sealcoat to John R - (WM Cross-Over) | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 43 |
| | | | | | | | | | |
| TOTALS | $ 0 | $ 0 | $ 0 | $ 1,085 | $ 13,809 | $ 2,729 | $ 0 | $ 0 | $ 17,623 |




# PROPOSAL R-1 &R-2 NEIGHBORHOOD ROAD PROJECTS

- SCHEDULED R-2
- SCHEDULED R-1 SECTIONAL
- SCHEDULED R-1
- COMPLETED R-1

GIS

CITY OF MADISON HEIGHTS
COMMUNITY DEVELOPMENT DEPARTMENT
WWW.MADISON-HEIGHTS.ORG

## NEIGHBORHOOD PROJECTS

The staff reviews annually the current road conditions and updates projections regarding proposed neighborhood roadway improvements. To coordinate this process, the staff has developed a multi-year neighborhood road improvement plan that is primarily funded by the Proposal "R" two-mill property tax levy and water and sewer fees.

In developing these plans, pavement conditions and other infrastructure components such as storm water drains, watermain lines and sanitary sewers have been evaluated. The table on the following page outlines each of these neighborhood projects and the scope of work that needs to be completed for each project. By replacing deteriorating watermain lines at the same time as the neighborhood road improvements, the City avoids future costs to repair broken watermains and related disruption in water service to residents.

Neighborhood Road Millage Programs

- First Roads Millage Program

On August 6, 1996, the voters in Madison Heights approved ballot proposals "R-1" and "V-1." Proposal "R-1" provided the City with a two-mill ten-year property tax levy (decreased by State imposed millage limits) to support an extensive neighborhood road improvement plan.

The Finance Department has estimated that Proposal "R-1" will generate $19.6 million in revenue to support this program. The Neighborhood Road Plan mirrors the information provided to the residents as part of the public information campaign during the summer of 1996 plus the City Council approved amendments.

Funding for the multi-year Neighborhood Road Improvement Program comes from different sources including:

1. Neighborhood Road Improvement Millage ($19.6 million);
2. Water and Sewer Fund Revenues ($4.0 million) - Generated from system user fees and financed through user rates and the issuance of debt;
3. Property Owner Special Assessments ($2.2 million) - In accordance with the City Council Special Assessment District Policy for road improvements as amended;
4. Community Development Block Grant Funds ($655,000) - Used to support four road projects. In FY 1997-98, Harwood from Tawas to Truman; FY 2001-02, Brockton from Couzens to Dei; FY 2002-03, Miracle from Harwood to Barrett; and FY 2003-04, Greig from Dequindre to Delton; and,
5. Chapter 20 Drain Refund ($136,000) - Historically, the Oakland County Drain Commissioner had retained funds previously assessed to residents of the City of Madison Heights to address future storm water needs. These funds were used in year one of the plan to support the storm drain portions of the road improvements. In addition, retained funds from the completed Henry Graham Drain were used to support payment for the George W. Kuhn Drain construction project.

**TABLE IV-A**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**R-1 NEIGHBORHOOD PROJECTS**
**(IN THOUSANDS)**

| STATUS | DATE | NEIGHBORHOOD PROJECTS | STORM DRAIN | SANITARY SEWER | STREET PAVING | WATER MAIN | ESTIMATED COST |
|---|---|---|---|---|---|---|---|
| | | YEAR 1 ROADS | $ 136 | $ 76 | $ 958 | $ 227 | $ 1,397 |
| DONE | 1997 | Harwood -Tawas to Truman | | | | | |
| DONE | 1997 | Truman - Harwood to Kalama | | | | | |
| DONE | 1997 | Kalama -Tawas to Couzens | | | | | |
| DONE | 1997 | Hudson -Tawas to Couzens | | | | | |
| DONE | 1997 | Rowland from Couzens to Dei | | | | | |
| DONE | 1997 | Dulong from Rose east to Fontain | | | | | |
| | | EASTWOOD MANOR | 24 | 0 | 1,002 | 72 | 1,098 |
| DONE | 1998 | Oakland, Greenbrier & Westwood | | | | | |
| DONE | 1998 | Elmhurst - Oakland to Westwood | | | | | |
| DONE | 1998 | Avondale & Manor - Oakland to Greenbrier | | | | | |
| | | STREETS N OF 11 MILE | 52 | 17 | 1,275 | 206 | 1,550 |
| DONE | 1999 | Park Court - 11 Mile to Connie SAD 255 | | | | | |
| DONE | 1999 | Hales - 11 Mile to Rosies Park SAD 255 | | | | | |
| DONE | 1999 | Farnum & University from Hales to Park Court SAD 255 | | | | | |
| | | STREETS S OF 12 MILE | 935 | 83 | 1,430 | 489 | 2,937 |
| DONE | 2000 | Dartmouth - Bellaire to 12 Mile | | | | | |
| DONE | 2000 | Herbert - 12 Mile to Venoy | | | | | |
| DONE | 2000 | Edward - 12 Mile to Parker | | | | | |
| DONE | 2000 | Mapleknoll - Edward to Herbert | | | | | |
| DONE | 2000 | Parker - John R to Groveland | | | | | |
| | | STREETS S OF 11 MILE | 105 | 0 | 895 | 264 | 1,264 |
| DONE | 2001 | Hudson - Couzens to Miracle | | | | | |
| DONE | 2001 | Brockton - Couzens to Dei | | | | | |
| DONE | 2001 | Dallas - Couzens to Dei | | | | | |
| DONE | 2001 | Barrett - Couzens to Dei | | | | | |
| | | YEAR 6 | 209 | 0 | 857 | 325 | 1,391 |
| DONE | 2002 | Karam - Dartmouth to Bellaire | | | | | |
| DONE | 2002 | Freda Ct.- Karam to Bellaire | | | | | |
| DONE | 2002 | Full length of Miracle Drive | | | | | |
| | | Harwood to Barrett | | | | | |
| DONE | 2002 | Dallas - Tawas to Couzens | | | | | |
| | | YEAR 7 | | | | | |
| DONE | 2003 | Wolverine - Spartan to 11 MILE SAD 263 | 172 | 5 | 523 | 171 | 871 |
| | | YEAR 8 | | | | | |
| DONE | 2004 | Greig - John R to Dequindre SAD 265 /SAD 266 | 40 | 0 | 1,331 | 210 | 1,581 |
| DONE | 2004 | Dartmouth - Lincoln to Dallas | 200 | 12 | 266 | 25 | 503 |
| DONE | 2004 | Tawas - Lincoln to Guthrie | 57 | 12 | 318 | 40 | 427 |
| DONE | 2004 | Woodside - I-75 to Barrington SAD 267 | 70 | 0 | 342 | 110 | 522 |
| DONE | 2004 | Barrington - Gravel Park to Woodside | 0 | 0 | 90 | 21 | 111 |
| | | YEAR 9 | | | | | |
| DONE | 2005 | Dorchester - Donna to Browning SAD 268 | 0 | 0 | 323 | 253 | 576 |
| DONE | 2005 | Delton - Greig to Cowan SAD 269 | 0 | 0 | 223 | 76 | 299 |
| DONE | 2005 | Beaupre - Rose to Fontain | 0 | 258 | 216 | 0 | 474 |
| DONE | 2005 | Proposal "R" Maintenance & Repair - Park Court/Hales | 0 | 0 | 213 | 0 | 213 |
| | | YEAR 10 | | | | | |
| DONE | 2006 | Battelle - Lincoln to Guthrie | 65 | 5 | 560 | 100 | 730 |
| DONE | 2006 | Alger - Lincoln to Guthrie | 240 | 5 | 739 | 130 | 1,114 |
| DONE | 2006 | Guthrie (north half) - Alger to Cul De Sac | 20 | 5 | 132 | 36 | 193 |
| | | YEAR 11 | | | | | |
| DONE | 2007 | Parker District SAD 272 | 575 | 15 | 2,104 | 495 | 3,189 |
| DONE | 2007 | Loan to SAD Fund (272) | 0 | 0 | 487 | 0 | 487 |
| DONE | 2007 | Watermain Restoration -Middlesex-Alden to Nanton | 0 | 0 | 219 | 87 | 306 |
| | | YEAR 12 | | | | | |
| PLANNED | 2008 | Spoon Sectional | 0 | 0 | 250 | 130 | 380 |
| PLANNED | 2008 | Sherry Sectional | 0 | 0 | 300 | 210 | 510 |
| PLANNED | 2008 | R-2 Projects SAD Loan | 0 | 0 | 211 | 0 | 211 |
| | | FUTURE YEARS | | | | | |
| PLANNED | 2007-2016 | Proposal "R"Joint & Crack Maintenance | 0 | 0 | 800 | 0 | 800 |
| PLANNED | 2007-2010 | Proposal "R" Concrete Repair | 0 | 0 | 200 | 0 | 200 |
| PLANNED | 2009-2016 | "R-2"Projects SAD Loan | 0 | 0 | 1,392 | 0 | 1,392 |
| PLANNED | 2016 | Sewer Separation - Dei - Lincoln to Rowland | 0 | 0 | 0 | 190 | 190 |
| PLANNED | 2016 | Kalama - Couzens to Dei | 0 | 0 | 1,200 | 90 | 1,290 |
| | | TOTALS | $ 2,900 | $ 493 | $ 18,856 | $ 3,957 | $ 26,206 |

In allocating funds, the Neighborhood Road Improvement Millage has been dedicated to the street improvement and integrated storm sewer portion of the neighborhood projects. Water and Sewer Fund Revenues are used for the watermain portion of the projects. Special Assessment Funds and Community Development Block Grant Funds were used both for roadway and storm water drain improvements. Finally, Chapter 20 Drain Refund Revenues were used exclusively for the storm water drain improvement portions of the neighborhood projects.

In January 1997, the staff proposed and the City Council adopted a Residential Road Improvement Policy to provide guidelines on how the Neighborhood Road Program would be administered. This Policy specifies the order in which road projects would be undertaken, the percent of Proposal "R-1" contributions that would be made to each project, specifics on how the project would address a special assessment district project, what would happen if a proposed special assessment project should be turned down, and the process to be followed if all the scheduled projects were completed and additional funds became available.

The Policy indicates that approximately one year in advance of the year that the Proposal "R-1" funds are to be made available for any project, an advisory survey shall be taken by the City of the benefiting property owners as to their willingness to be specially assessed for the private benefit portion of the total cost of a road improvement. The City will conduct this survey through the mail utilizing a postcard return system. Results of this advisory survey shall be presented to Council for use in their deliberations as to whether or not to proceed with the establishment of the special assessment district.

On December 15, 2003, the Council adopted as part of the 2004-05 Goal Plan, a proposal to modify the existing Ten Year Residential Road Improvement Program to utilize program savings to expedite critical road reconstruction projects.

Given program savings, the City's Proposal "R-1" program was able to program additional roadwork as part of the ten year plan. According to the Council Policy, if there are still monies available to fund additional projects, citizens who own property abutting a road may petition Council to have their street added to the Proposal "R-1" listing.

Streets will be considered on a first-come first-served basis, based on need, and projects may also be considered only to the extent that funds remain to offset construction costs. Per the Policy, no additional projects were undertaken until all scheduled Proposal "R-1" projects were programmed.

As part of the November 2003 and January 2004 SAD Road Policy Amendments, Greig Street from John R to Dequindre, Dartmouth from Lincoln to Dallas, and Tawas from Lincoln to Guthrie were moved up to 2004, completing the originally scheduled Proposal "R-1" projects. In response to citizens' petitions for road improvements, Woodside from I-75 to Barrington (completed in 2004), Dorchester from Donna to Browning (completed in 2005) and Delton from Greig to Cowan (completed in 2005) were added to the Proposal "R-1" project list.

On February 14, 2005, the SAD Road Policy was amended to extend the Proposal "R-1" Program to include the 2006 reconstruction of Battelle from Lincoln to Guthrie, Alger from Lincoln to Guthrie and Guthrie from Alger to John R (all completed in 2006).

**TABLE IV-B**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**R-2 NEIGHBORHOOD PROJECTS**
**(IN THOUSANDS)**

| YR | NEIGHBORHOOD PROJECTS | STORM DRAIN | SANITARY SEWER | STREET PAVING | WATER MAIN | ESTIMATED COST |
|---|---|---|---|---|---|---|
| | | | | | | |
| | YEAR 1 ROADS | | | | | |
| 2008 | Spoon - Huntington North to Campbell | $ 55 | $ 15 | $ 732 | $ 177 | $ 979 |
| 2008 | Parkdale - Campbell to Mark | 15 | 10 | 375 | 81 | 481 |
| 2008 | Millard - Campbell to Edgeworth South to 31601 Millard | 11 | 0 | 613 | 149 | 773 |
| 2008 | Barrington/Northeastern - Woodside to Girard | 27 | 5 | 543 | 88 | 663 |
| 2008 | Girard - I-75 to Palmer | 85 | 0 | 395 | 94 | 574 |
| 2008 | Sidewalk Replacement | 0 | 0 | 20 | 0 | 20 |
| | | | | | | |
| | YEAR 2 ROADS | | | | | |
| 2009 | Palmer - 13 Mile to Lasalle | 42 | 0 | 325 | 83 | 450 |
| 2009 | Tawas - 12 Mile Road to Mapleknoll and Tawas Court - S | 95 | 10 | 349 | 98 | 552 |
| 2009 | E. Barrett - Tawas to Couzens -S | 40 | 15 | 385 | 99 | 539 |
| 2009 | Lorenz - 11 Mile to Greig | 0 | 0 | 308 | 77 | 385 |
| 2009 | Hales - 11 Mile to Northeastern | 25 | 0 | 233 | 58 | 316 |
| 2009 | Northeastern - 11 Mile to South End | 40 | 5 | 478 | 123 | 646 |
| 2009 | Katherine - Lorenz to Edward | 30 | 0 | 130 | 0 | 160 |
| 2009 | Sidewalk Replacement | 0 | 0 | 20 | 0 | 20 |
| | | | | | | |
| | YEAR 3 ROADS | | | | | |
| 2010 | Brockton - Battelle to Tawas | 0 | 0 | 326 | 86 | 412 |
| 2010 | Alden - 11 Mile to South end | 5 | 0 | 468 | 131 | 604 |
| 2010 | Dorchester - Englewood to 31272 Dorchester | 19 | 0 | 157 | 76 | 252 |
| 2010 | Yorkshire - Westmore to Tanglewood | 55 | 5 | 214 | 0 | 274 |
| 2010 | Westmore - Winthrop to W. of Yorkshire Inc. 30459 Westmore | 0 | 0 | 276 | 0 | 276 |
| 2010 | Spicer - Northeastern to South end | 10 | 0 | 403 | 103 | 516 |
| 2010 | Englewood - Campbell to Edgeworth | 5 | 0 | 412 | 115 | 532 |
| 2010 | Nanton - 11 Mile to South end | 5 | 0 | 447 | 129 | 581 |
| 2010 | Sidewalk Replacement | 0 | 0 | 20 | 0 | 20 |
| | | | | | | |
| | YEAR 4 ROADS | | | | | |
| 2011 | Gardenia - John R to Lorenz | 2 | 0 | 607 | 147 | 756 |
| 2011 | Rialto - 11 Mile to South end | 0 | 0 | 505 | 135 | 640 |
| 2011 | Park Court - 11 Mile to South end | 30 | 5 | 528 | 147 | 710 |
| 2011 | Alger - Parker South to Gardenia - S | 82 | 16 | 379 | 80 | 557 |
| 2011 | Townley - 11 Mile to University | 0 | 0 | 311 | 0 | 311 |
| 2011 | Concrete Replacement | 0 | 0 | 50 | 0 | 50 |
| 2011 | Sidewalk Replacement | 0 | 0 | 20 | 0 | 20 |
| | | | | | | |
| | YEAR 5 ROADS | | | | | |
| 2012 | Shacket - Huntington to Spoon | 60 | 15 | 707 | 304 | 1,086 |
| 2012 | Spoon - S. of Huntington Ave | 11 | 7 | 55 | 12 | 85 |
| 2012 | Huntington - Campbell to Mark | 5 | 0 | 446 | 51 | 502 |
| 2012 | Sherry - Girard to S. of Parkdale | 28 | 5 | 425 | 118 | 576 |
| 2012 | Longfellow - Garry to 30290 Longfellow | 2 | 0 | 266 | 84 | 352 |
| 2012 | Groveland and University Intersection - (Watermain to 11 Mile) | 0 | 0 | 601 | 184 | 785 |
| | and 21700 Groveland to Farnum | | | | | |
| 2012 | Concrete Replacement | 0 | 0 | 50 | 0 | 50 |
| 2012 | Sidewalk Replacement | 0 | 0 | 20 | 0 | 20 |
| | | | | | | |
| | YEAR 6 ROADS | | | | | |
| 2013 | Lenox - Baxter to Sprague | 2 | 0 | 246 | 0 | 248 |
| 2013 | Hampden - Farnum Intersection | 10 | 5 | 135 | 9 | 159 |
| 2013 | University - Lenox to Hampden | 0 | 0 | 135 | 9 | 144 |
| 2013 | Brettonwoods - Gardenia to Farnum | 0 | 0 | 620 | 150 | 770 |
| 2013 | Forest - Hampden to Brettonwoods & Hampden Intersection | 25 | 0 | 286 | 15 | 326 |
| 2013 | Gardenia - Hampden to Dartmouth | 0 | 0 | 304 | 63 | 367 |
| 2013 | Parker - E of Sealcoat to John R - (Watermain Cross-Over) | 150 | 0 | 606 | 43 | 799 |
| 2013 | Concrete Replacement | 0 | 0 | 50 | 0 | 50 |
| 2013 | Sidewalk Replacement | 0 | 0 | 20 | 0 | 20 |

**TABLE IV-B**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**R-2 NEIGHBORHOOD PROJECTS**
**(IN THOUSANDS)**

| YR | NEIGHBORHOOD PROJECTS | STORM DRAIN | SANITARY SEWER | STREET PAVING | WATER MAIN | ESTIMATED COST |
|---|---|---|---|---|---|---|
| | YEAR 7 ROADS | | | | | |
| 2014 | Dartmouth - N. of Cowan (26333) S. to 26113 Dartmouth | 0 | 0 | 232 | 0 | 232 |
| 2014 | Barrington - Cowan to Andover | 0 | 0 | 233 | 56 | 289 |
| 2014 | W. Barrett - Alger to John R | 0 | 0 | 289 | 63 | 352 |
| 2014 | E. Hudson - John R to 71 E. Hudson | 0 | 0 | 192 | 63 | 255 |
| 2014 | Kalama - Stephenson Highway to Alger - S | 60 | 17 | 693 | 46 | 816 |
| 2014 | Couzens - S. of 11 Mile Road | 5 | 0 | 617 | 130 | 752 |
| 2014 | Harwood - Dartmouth to 368 Harwood -(Watermain to Alger) | 0 | 0 | 282 | 100 | 382 |
| 2014 | Concrete Replacement | 0 | 0 | 50 | 0 | 50 |
| 2014 | Sidewalk Replacement | 0 | 0 | 20 | 0 | 20 |
| | | | | | | |
| | YEAR 8 ROADS | | | | | |
| 2015 | Whittier - Longfellow to Chaucer | 45 | 0 | 634 | 150 | 829 |
| 2015 | Palmer - 13 Mile N. to end | 0 | 0 | 440 | 95 | 535 |
| 2015 | Chaucer - Whittier to Longfellow | 45 | 0 | 492 | 53 | 590 |
| 2015 | Barrington - S. of Horace Brown to 13 Mile NB | 0 | 0 | 662 | 155 | 817 |
| 2015 | Barrington - S. of Horace Brown to 13 Mile SB | 0 | 0 | 558 | 128 | 686 |
| 2015 | Blairmoor - Manchester to Thirteen Mile Road | 50 | 15 | 580 | 128 | 773 |
| 2015 | Manchester & Woodmont Intersection | 0 | 0 | 124 | 12 | 136 |
| 2015 | Concrete Replacement | 0 | 0 | 50 | 0 | 50 |
| 2015 | Sidewalk Replacement | 0 | 0 | 200 | 0 | 200 |
| | | | | | | |
| | YEAR 9 ROADS | | | | | |
| 2016 | Fourner - Sherry to Mark and | 140 | 30 | 1,500 | 340 | 2,010 |
| | Mark - Fourner to Sherry | | | | | |
| 2016 | E. Harwood - Couzens to Dei | 46 | 15 | 500 | 120 | 681 |
| 2016 | Lincoln - John R to 104 E. Lincoln - (Watermain to Osmun) | 0 | 0 | 210 | 143 | 353 |
| 2016 | Lincoln - 504 E. Lincoln to 583 E. Lincoln | 0 | 0 | 580 | 0 | 580 |
| 2016 | Concrete Replacement | 0 | 0 | 50 | 0 | 50 |
| 2016 | Sidewalk Replacement | 0 | 0 | 200 | 0 | 200 |
| | | | | | | |
| | YEAR 10 ROADS | | | | | |
| 2017 | Madison - Millard to 31605 Madison - (Watermain Whole Street | 0 | 0 | 400 | 180 | 580 |
| 2017 | Areada - N. OF 11 Mile Road | 0 | 0 | 370 | 74 | 444 |
| 2017 | Meadows - Whitcomb to 31608 Meadows - (Watermain Whole S | 24 | 5 | 500 | 192 | 721 |
| 2017 | Dorchester - 13 Mile to Windemere | 0 | 0 | 168 | 38 | 206 |
| 2017 | Windemere - Dorchester to Edgeworth | 0 | 0 | 341 | 64 | 405 |
| 2017 | Kenwood - Millard to 31601 Kenwood - (Watermain to Englewo | 0 | 0 | 400 | 170 | 570 |
| 2017 | Moulin - Dulong to 1353 Moulin - (Watermain to Rose) | 34 | 14 | 502 | 174 | 724 |
| 2017 | Sidewalk Replacement | 0 | 0 | 200 | 0 | 200 |
| | | | | | | |
| | TOTALS | $ 1,420 | $ 214 | $ 27,270 | $ 5,992 | $ 34,896 |

S = Storm sewer separation included in project
Watermain = Water main replacement included in project

As part of the FY 2006-11 Capital Improvement Plan, staff proposed the City again approach the property owners in the Parker District regarding a 2007 neighborhood improvement project. As discussed with the City Council at the November 19, 2005 Goals Meeting in the spring of 2006, the staff surveyed the residents regarding their willingness to support a 25 percent special assessment contribution for a new road improvement project. The "R-1" Proposal Millage was used to fund the 75 percent City match plus all of the storm sewer improvements. The Water and Sewer Fund was used to support the replacement of watermains in this area.

The Joint and Crack Seal Program has been a very successful method by which to extend the useful life of the City's concrete roads. The process includes the removal of old tar, dirt and weeds, the blowing clean of these areas and a refilling of all cracks and seams with tar. For FY 2008-09, the Department of Public Service has scheduled two local street neighborhoods: the first south of Lincoln and west of John R; and the second neighborhood south of Twelve Mile west of Dequindre, north of Connie and east of Alden ($80,000). Starting in FY 2007-08, the local roads are funded by the "R-1" millage program at $80,000 per year.

The Parker District project was completed in the fall of 2007. FY 2008-09 projects funded from "R-1" funds included sectional concrete replacement of on Spoon from Huntington to Twelve Mile and Sherry from Parkdale to Fourner.

- Second Roads Millage Program

On December 12, 2005 as part of the 2006-07 Goal Plan, the City Council adopted a goal to "Evaluate, identify, prioritize and create a new long-range millage-based comprehensive infrastructure replacement plan including roads, sewers and sidewalks to take before voters in 2006."

On August 8, 2006, the voters in Madison Heights approved by an overwhelming margin millage Proposals "R-2" and "V-2." The "R-2" program will continue to provide funding at an initial annual level of two mills for ten years to carry out the City's comprehensive residential street repair and reconstruction program. The road improvement projects will include new concrete streets, approaches, necessary sidewalk repairs and installations, and connections to the storm water drainage system.

The Assessor's Office has estimated that Proposal "R-2" will generate $27.4 million in revenue to support the ten year program presented in the Capital Improvement Plan. The elements of this millage program was outlined to the residents as part of the public information campaign through the City newsletter in June 2006.

Of the 73.3 miles of local roads in Madison Heights, the original Proposal "R-1" millage has been able to fund todate repair of 11.6 miles or 15.8% of the worst roads in the City. Proposal "R-2" will allow the City to repair over 11.1 miles of additional road. In August of 2005, an independent professional transportation planning engineering firm completed a comprehensive analysis of all streets in Madison Heights. This study identified over 20 miles of poor residential roads that needed to be addressed. Even after the Proposal "R-2" program, the City is estimated to have 9 miles of poorly-rated streets still needing attention.

The "R-2" plan includes the reconstruction of 65 roads or at least 11.1 miles of new right-of-way and considerable sectional concrete replacement for other roads that are also considered in poor condition.

All road reconstruction work will be totally funded through millage except for the 13 sealcoat roads, which require the residents with frontage on these streets to contribute a 25 percent special assessment. The rationale behind this proposal is that those property owners living on an existing concrete road with curb and gutter (i.e. not a sealcoat road) have already paid for their road once in the price of the home or in the form of a prior special assessment district project.

Property owners on a sealcoat road have not paid an assessment in the past, and prior to the "R-1" program, they were responsible for 100 percent of the project cost. Under the original "R-1" program, they were only responsible for 50 percent of the project cost. The City reduced the special assessment by one-half to make the projects more affordable for the average property owner. Under the new "R-2" program, residents living on sealcoat roads scheduled for reconstruction will pay no more than 25 percent of the cost of the project. The affected property owners will be surveyed in advance of the project to confirm their support for the proposed special assessment.

FY 2007-08 is a transition point between the two programs. The Parker District and Middlesex were completed under the original Proposal "R-1" program. The "R-2" program, for which the first millage was collected in the summer of 2007, will start with construction in the spring of 2008. The first year project is scheduled to include Spoon from Huntington to Campbell; Parkdale from Campbell to Mark; Millard from Campbell to Edgeworth (south to 31601 Millard); Barrington/ Northeastern from Woodside to Palmer; Girard from the dead end at I-75 to Palmer; and sectional concrete repairs (Proposal "R-1") to Spoon and Sherry.

Funding for the second million multi-year Neighborhood Road Improvement Program includes:

1. Neighborhood Road Improvement Millage ($27.4 million);
2. Water and Sewer Fund Revenues ($6.0 million); and
3. Property Owner Special Assessment ($1.6 million).

**TABLE V**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**ROAD IMPROVEMENTS**
**(IN THOUSANDS)**

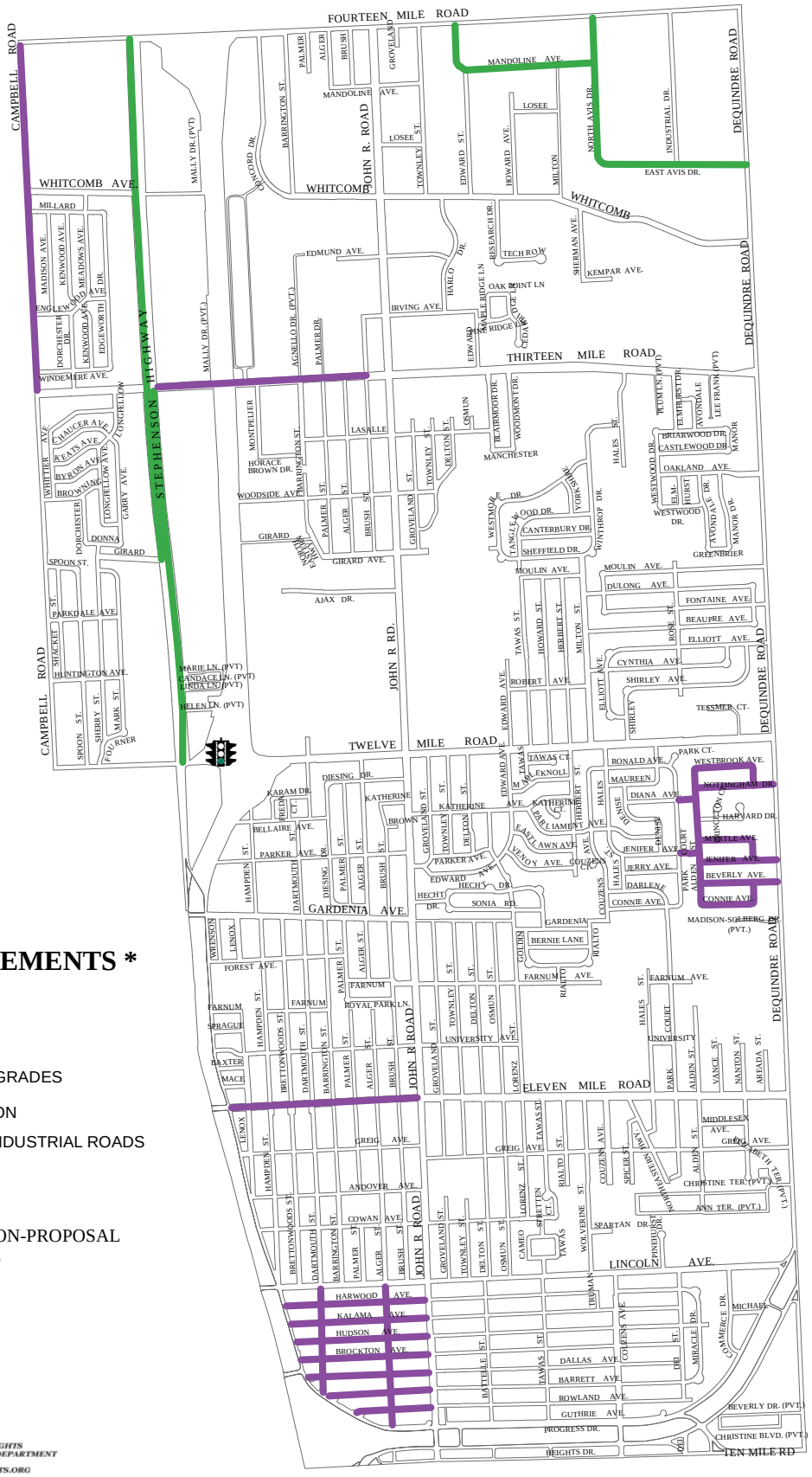
**APPROPRIATIONS:**

| ROAD IMPROVEMENTS | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL APPROP. |
|---|---|---|---|---|---|---|---|---|
| A. STATE HIGHWAY PROJECTS | | | | | | | | |
| I-696 / I-75 Bridge Reconstruction | $ 0 | $ 50 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 |
| | | | | | | | | |
| B. MAJOR ROAD IMPROVEMENTS | | | | | | | | |
| 13 Mile Meijer Traffic Improvement | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sidewalk 14 Mile (under I-75 south-side) - Tri Party | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stephenson Highway Turn Arounds | 125 | 400 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn Lane - 12 Mile WB at John R | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sidewalk 12 Mile (Under I-75) Tri-Party | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 150 |
| | | | | | | | | |
| C. LOCAL ROAD IMPROVEMENTS (EXCLUDING PROP "R-1 & R-2") | | | | | | | | |
| Dartmouth Extension (Lowes) | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| D. TRAFFIC SIGNAL UPGRADES | | | | | | | | |
| Traffic Signal Improvements | 10 | 10 | 30 | 30 | 30 | 30 | 0 | 120 |
| SB I-75 Ramp at 12 Mile (Lowes) | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 |
| Dequindre Corridor Signal Improvement | 0 | 896 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| E. REHABILITATION PROGRAMS (EXCLUDING PROP "R-1 & R-2") | | | | | | | | |
| Joint & Crack Sealing - City Wide Major | 98 | 75 | 75 | 75 | 75 | 75 | 75 | 375 |
| Sidewalk Replacement & Gap Installation | 495 | 317 | 320 | 410 | 420 | 350 | 310 | 1,810 |
| Joint Rehabilitation - Major Streets | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| John R Overlay - 14 Mile to Red Run Drain | 1,185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| John R & 12 Mile Intersection (RCOC) | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 |
| John R & 13 Mile Intersection (RCOC) | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stephenson Hwy Resurfacing Northbound (13 to 14 Mile) | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stephenson Hwy Resurfacing Northbound (12 to 13 Mile) | 0 | 431 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stephenson Hwy Resurfacing Southbound (Girard to 14 Mile) | 0 | 781 | 0 | 0 | 0 | 0 | 0 | 0 |
| Campbell 13 to 14 Mile Rd. | 5 | 0 | 0 | 0 | 1,460 | 0 | 0 | 1,460 |
| | | | | | | | | |
| F. COMMERCIAL AND INDUSTRIAL ROAD PROJECTS | | | | | | | | |
| Progress Drive Phase I John R to Dallas Mill/Resurface | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Concord - 14 Mile to Barrington | 587 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Progress & Heights Phase II - John R to Couzens (CDBG) | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Avis Drive - Fourteen Mile to East Avis | 0 | 0 | 464 | 0 | 0 | 0 | 0 | 464 |
| East Avis Drive - North Avis to Dequindre | 0 | 0 | 344 | 0 | 0 | 0 | 0 | 344 |
| Edward Street - Fourteen Mile to Mandoline | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 116 |
| Mandoline Avenue - Edward to North Avis | 0 | 0 | 294 | 0 | 0 | 0 | 0 | 294 |
| Whitcomb - W/B John R to end of Islands (east of Sherman) | 0 | 0 | 0 | 420 | 0 | 0 | 0 | 420 |
| Whitcomb - E/B John R to end of Islands (east of Sherman) | 0 | 0 | 0 | 0 | 420 | 0 | 0 | 420 |
| Industrial - Fourteen to East Avis | 0 | 0 | 0 | 0 | 0 | 271 | 0 | 271 |
| Edward - Mandoline to Whitcomb | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 288 |
| | | | | | | | | |
| G. EQUIPMENT REPLACEMENT | | | | | | | | |
| 2007 Leaf Loader Trailer #357 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2007 Leaf Loader Trailer #351 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1989 Concrete Drop Hammer #280 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 69 |
| 2004 One Ton Dump Truck #431 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 43 |
| 2003 Street Sweeper #402 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 |
| 2003 Street Sweeper #408 | 0 | 0 | 0 | 0 | 0 | 193 | 0 | 193 |
| 2003 Tandem Dump Trucks V-Box Inserts #418 & #419 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 95 |
| | | | | | | | | |
| TOTALS | $ 3,319 | $ 4,134 | $ 1,793 | $ 1,147 | $ 2,589 | $ 919 | $ 768 | $ 7,216 |

**TABLE V**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**ROAD IMPROVEMENTS**
**(IN THOUSANDS)**

**REVENUES:**

| ROAD IMPROVEMENTS | GENERAL FUND | LOCAL/ MAJOR STREETS | CDBG | SPECIAL ASSESS. | VEHICLE/ SOLID WASTE MILLAGE | TROY/ H.P/R.O. CONTRIB. | WATER & SEWER FUND | FEDERAL TRANSPORT GRANT | OAKLAND CO. ROAD/ DRAIN | TOTAL REVENUES |
|---|---|---|---|---|---|---|---|---|---|---|
| A. STATE HIGHWAY PROJECTS | | | | | | | | | | |
| | | | | | | | | | | |
| B. MAJOR ROAD IMPROVEMENTS | | | | | | | | | | |
| Sidewalk 12 Mile (under I-75 south-side) - Tri Party | $ 0 | $ 50 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 100 | $ 150 |
| | | | | | | | | | | |
| C. LOCAL ROAD IMPROVEMENTS (EXCLUDING PROP "R") | | | | | | | | | | |
| | | | | | | | | | | |
| D. TRAFFIC SIGNAL UPGRADES | | | | | | | | | | |
| Traffic Signal Improvements | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| SB I-75 Ramp at 12 Mile (Lowes) | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 |
| | | | | | | | | | | |
| E. REHABILITATION PROGRAMS | | | | | | | | | | |
| Joint & Crack Sealing - City Wide Major | 0 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 |
| Sidewalk Replacement & Gap Installation | 0 | 0 | 0 | 1,810 | 0 | 0 | 0 | 0 | 0 | 1,810 |
| Campbell 13 to 14 Mile Rd. | 0 | 219 | 0 | 0 | 0 | 219 | 0 | 1,022 | 0 | 1,460 |
| | | | | | | | | | | |
| F. COMMERCIAL AND INDUSTRIAL ROAD PROJECTS | | | | | | | | | | |
| North Avis Drive - Fourteen Mile to East Avis | 0 | 357 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 464 |
| East Avis Drive - North Avis to Dequindre | 0 | 258 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 344 |
| Edward Street - Fourteen Mile to Mandoline | 0 | 87 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 116 |
| Mandoline Avenue - Edward to North Avis | 0 | 228 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 294 |
| Whitcomb Ave - John R to end of Islands (east of Sherman) | 0 | 840 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 840 |
| Industrial - Fourteen to East Avis | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| Edward - Mandoline to Whitcomb | 0 | 288 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| | | | | | | | | | | |
| G. EQUIPMENT REPLACEMENT | | | | | | | | | | |
| 1989 Concrete Drop Hammer #280 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 69 |
| 2004 One Ton Dump Truck #431 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 43 |
| 2003 Street Sweeper #402 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 184 |
| 2003 Street Sweeper #408 | 0 | 0 | 0 | 0 | 193 | 0 | 0 | 0 | 0 | 193 |
| 2003 Tandem Dump Trucks V-Box Inserts #418 & #419 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| | | | | | | | | | | |
| TOTALS | $ 0 | $ 3,188 | $ 0 | $ 2,198 | $ 489 | $ 219 | $ 0 | $ 1,022 | $ 100 | $ 7,216 |




## ROAD IMPROVEMENTS *

- TRAFFIC SIGNAL UPGRADES
- ROAD REHABILITATION
- COMMERCIAL AND INDUSTRIAL ROADS

* INCLUDES ALL NON-PROPOSAL R ROAD PROJECTS

N

GIS

*CITY OF MADISON HEIGHTS*
*COMMUNITY DEVELOPMENT DEPARTMENT*

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## Road Improvement Funding

- Historical State Funding Model

Act 51 of the Michigan Public Acts of 1951, as amended, clarified the tri-level responsibility for road administration. It provides a continuous classification of all roads and streets into three separate categories/systems – state, county and municipal, and into sub-classifications within each system. In each municipality's jurisdiction, the State has assigned roads to either Major or Local Street categories. As a result, in Madison Heights we have 21.5 miles of City Major Streets and 73.3 miles of City Local Streets. In FY 2007-08 Budget, the City will receive $57,095 per mile for City Major Streets and $6,250 per mile for City Local Streets. The Act also established the Michigan Transportation Fund (MTF).

In FY 2007, the actual amount received by the City under Act 51 was 1.3% or $23,100 less than the previous fiscal year. In conjunction with the Governor's FY 2007-08 Budget, the Michigan Department of Transportation (MDOT) released projected distribution rates for 2008 that are approximately 4% less than the adopted budget for 2007, however, our collections are projected to be 8% lower, which is $145,000 less than budgeted. The MDOT projects the distribution rates and actual collections usually vary.

The MTF is supported through collection of the nineteen cents-a-gallon gas tax, fifteen cents-a-gallon diesel tax, vehicle registration fees, and other taxes and license fees. The MTF determines how funds are distributed to owners of these road systems. First, funds are set aside by the State for administration, recreation, the critical bridge fund, railroad crossings, economic development, mass transit, State bridges, and State debt service. The remaining funds are split between the Michigan Department of Transportation (MDOT), 39.1 percent; 83 County Road Commissions, 39.1 percent; and cities and villages statewide, 21.8 percent. Separate Federal highway funds are split with 75 percent of those funds going to the State and 25 percent being divided between counties, and cities and villages.

- Governor Granholm's Efforts

On February 4, 2008, Governor Granholm announced the appointment of two new study committees.

The task force is a 9-member group that will review the adequacy of surface transportation and aeronautics service provision and finance in Michigan. They will review strategies for maximizing the return on transportation investments and evaluate the potential of alternate strategies to replace or supplement the state motor fuel taxes, existing and alternative user fees, and nonuser revenues to support economic activity and personal mobility in Michigan. The task force will receive recommendations from the citizens advisory committee.

The citizens advisory committee is a 19-member group that will receive and comment on all reports, studies, and recommendations prepared by the various designated technical subcommittees of the citizen advisory committee before but not later than the submission of the reports, studies, and recommendations of the task force. They will provide members of the task force their majority, minority, or individual views of the reports, studies, and recommendations of the various designated technical subcommittees.

The task force has been asked to present its recommendation in the fall of 2008.

The road improvement expenditures in this Chapter are described in seven categories:

A. State Highway Projects

B. Major Road Improvements

C. Local Road Improvements

D. Traffic Signal Upgrades

E. Rehabilitation Programs

F. Commercial and Industrial Roads

G. Street Maintenance and Solid Waste Vehicle Replacement

## A. State Highway Projects

- Oakland County I-75 Corridor Study

In 1999, MDOT, the Southeast Michigan Council of Governments (SEMCOG), Road Commission for Oakland County and the Traffic Improvement Association of Oakland County hired a consultant, the Corradino Group, to study the Oakland County I-75 Corridor to review the highway's traffic problems and recommend solutions.

In the fall of 1999 and summer of 2000, the City provided input to the consultant and at two public meetings held in Madison Heights.

The final report from the consultant recommended:

1. Non-I-75 Roadway Improvements
   a. Widen Arterial Roadways
   b. New Roadway in West Oakland County
2. Intelligent Transportation System (ITS) and Widen Arterial Roadways plus Sydney Coordinated Adaptive Traffic System (SCATS) plus Incident Management and Ramp Metering (where appropriate)
3. Improvements to I-75
   a. Lane Additions (one lane per direction)
   b. Mainline Improvements plus Interchange Improvements (including both Twelve and Fourteen Mile interchanges in Madison Heights)
   c. Collector/Distributor (CD) Roadways at appropriate locations

In the ITS improvement area, the consultant has suggested an expansion of the SCATS system south of the City of Troy (for those areas not currently served by SCATS) in Oakland County.

In the non I-75 Roadway Improvement area, the study projected that Dequindre (north of I-696), Twelve Mile and Fourteen Mile Roads will all have volumes exceeding existing capacity by the year 2020.

Interchange reconstruction recommendations include a "single point" design. This design brings all ramp ends together at a single point and provides a three-phase (three green phases, one for each of three movements) intersection operation. The three phases would be left turns from the

ramp ends, left turns to the entrance ramp and the through movement on the cross street. This design increases vehicle through-put (improving vehicle flow) with minimal property taking and results in surplus property that could be sold to help finance the project.

The study had identified Twelve Mile, Fourteen Mile and Rochester Roads as the top candidates for the "single point" design. Earlier review has indicated that the underpasses in Madison Heights would need to be widened and the highway raised to implement this design.

- Environmental Study Update

In late December 2003, MDOT issued a DEIS (Draft Environmental Impact Statement) for the I-75 reconstruction project from M-102 (8 Mile Road) to M-59.

Description of the Proposed Project

The I-75 Corridor Study in Oakland County (Feasibility Study), completed in November 2000, recommended providing four through travel lanes in each direction throughout Oakland County. It also recommended the improvement of several interchanges and arterial streets near I-75. The project proposed by MDOT and covered by the DEIS addresses the reconstruction of I-75 and its widening of I-75 from three to four through travel lanes in each direction between M-102 (8 Mile Road - exit 59) and M-59 (exit 77), a distance of 18 miles. The next six miles, north to Joslyn Road (exit 83) has already been widened to four through travel lanes. The Feasibility Study recommended that MDOT widen I-75 north of Joslyn Road. The proposed improvements between M-102 and M-59 have independent utility, i.e., they can stand alone and provide transportation benefits without relying upon the development of other projects. The proposed project will connect with the four-lane section north of Square Lake Road and south of M-102.

The proposed improvements include reconstructing the Twelve and Fourteen Mile Road interchanges. Modifications to the Crooks/Long Lake interchange and the I-75/M-59 interchange are separate projects and, as such, were not covered in this DEIS. The Crooks/Long Lake interchange was dropped as a project in November 2005 by the City of Troy. The I-75/M-59 project extends south to about South Boulevard. Therefore, the environmental analysis of the proposed project covered in the DEIS extends north to South Boulevard from M-102. Other independent, but related MDOT projects in the area include a new pedestrian bridge over I-75 south of Auburn Road (later completed) and noise mitigation in the Square Lake Road area.

The DEIS is a product of the I-75 Oakland County Planning/Environmental Study, which was listed in the SEMCOG 2025 Regional Transportation Plan, in SEMCOG's Transportation Improvement Program (TIP), and in the MDOT's Five-Year Road & Bridge Program (Volume V - 2003 to 2007) for the Metro Region.

A formal public hearing on the DEIS was held on January 27, 2004. A host of MDOT and consultant personnel were present to address questions on an individual basis. Approximately 7,000 hearing notices were mailed four weeks in advance of the hearing and it was advertised on the project website, in the Oakland Press, the Detroit News and the Detroit Free Press. The DEIS and supporting technical reports were available for 30 days in advance of the hearing in local libraries and MDOT offices, and are also on the study website, www.mdot.state.mi.us/projects/I-75 corridor.

The period within which one could comment on the DEIS remained open until March 12, 2004. Comments were received through the United States Postal Service, MDOT comment forms, e-mail and facsimile. In total, MDOT received 119 pieces of correspondence during the official comment period. The public hearing attracted approximately 70 persons, including local officials and private and concerned citizens.

In June 2005, the City received a copy of the Final Environmental Impact Statement (FEIS). The document had been approved by the Federal Highway Administration (FHWA) on May 31, 2005 and forwarded to the Environmental Protection Agency. The impact of the project was summarized as follows:

| Impact Category | Expected Impact |
|---|---|
| | |
| Traffic and Safety | |
| Relocations | Twenty-six single family residences, one church, and two businesses. |
| Community Cohesion | Improved access across I-75 for pedestrians and bicyclists. |
| Environmental Justice | No disproportionately high and adverse human health or environmental effects on minority or low-income populations. |
| Land Use | Consistent with local and regional planning documents. |
| Farmland/Act 451, Part 361 Land | No prime or unique farmlands. No Act 451, Part 361 lands. |
| Economics | Added capacity responds to growth and supports the focal point of Michigan's economic growth. Tax base losses insignificant. |
| Air Quality | Lower emissions from improved traffic flow. No violations of the National Ambient Air Quality Standard for carbon monoxide. Project is included on air quality conforming 2030 Regional Transportation Plan. |
| Noise | 430 dwelling units, 1 school, and 5 churches would be exposed to noise levels exceeding the 66 dBA criterion under future no build conditions compared to 466 dwelling units, 1 school, and 5 churches with the project. Mitigation would substantially reduce impacts under build conditions. |
| Surface Water Impacts | Two crossings of River Rouge and 10 of county drains. Storm water quantity will increase, flow rate will not. Storm water in depressed section will be separated from current combined sewer system, a positive effect. |
| Wetlands | Preferred Alternative affects 0.41 acres of Palustrine Emergent, and Palustrine Shrub-Scrub. Potential 0.61 acres of mitigation at an identified site. |
| Threat/Endangered Species | None. |

| Impact Category | Expected Impact |
|---|---|
| Cultural Resources | No potential National Register eligible sites or districts affected. |
| Parks/Recreation | No effect on any park. No Section 4(f) involvement. |
| Visual Conditions | Reduction of grassy banks and landscape plantings from 8 Mile to 12 Mile (depressed section) and grass median north to Square Lake Road (at-grade and elevated section). |
| Contaminated Sites | One site recommended for Phase II testing. |
| Soils | Cutting into banks of depressed section could undermine some existing noise walls, requiring stabilization or reconstruction. Poor soils in north project area, potentially affecting noise wall cost, but no anticipated problems with roadway construction. |
| Utility Systems | Utility relocation on I-75 bridges. No effect on high-tension electric line at 12 Mile Road or any cell towers. Relocation of MDOT traffic surveillance equipment necessary. |
| Indirect and Cumulative | Project responds to growth, consistent with local planning. Together with other regional projects, there will be future impacts to resources from development, subject to local, state, and federal laws and regulations. |
| Energy | Energy used during construction. Fuel savings upon opening. |
| Project Costs<br>(2005 dollars) | Right-of-way $ 16,000,000<br>Design 93,000,000<br>Construction 463,000,000<br>$572,000,000 |

On July 25, 2005, the City took the following position on the FEIS:

**General**

- The City of Madison Heights supports the proposed I-75 improvements as a component of the measures needed to address the congestion issues within the I-75 Corridor.
- The City continues to support consideration of mass transit alternatives, in addition to the proposed I-75 improvements, as appropriate and supplemental methods of addressing current and future congestion within the I-75 corridor.
- **The City is not committing to enforcement of any High Occupancy Vehicle (HOV) lane alternative.** Should the proposed project ultimately include HOV lanes, enforcement should be the responsibility of the State Police. The response to the City's DEIS comment in this regard referenced "…*additional funding sources will be explored*…." Madison Heights welcomes the opportunity to receive additional information on these sources and their level of compensation for any eventual local enforcement resources.

**Project Design/Improvements**

- The City supports MDOT's efforts to provide separated storm water management through this project.
- There is a concern, however, with the method of conveyance for the separated storm flow from I-75 to the Red Run Drain East of Dequindre. The FEIS does not specifically address this issue; however, the consultant involved in the drainage study indicates that the intent is to construct a new storm system along the existing George W. Kuhn (GWK) Drain right of way. **This concept must be reevaluated and discussed in detail with the Oakland County Drain Commissioner's office and all communities that are part of the GWK Drainage District**. The exact location of the proposed storm pipe, to be established during the design phase, must take into account the surface and subsurface facilities that occupy the intended route. There is approximately 1 mile of I-75 right of way, north and south of 12 Mile Road including the interchange which has its run-off already accounted for within the GWK separated system being conveyed directly to Red Run east of Dequindre.
- The City recommends including extension of a westbound right turn lane on 12 Mile Road, immediately west of existing Home Depot driveway, within the project scope. The response to our DEIS comment indicates potential conflicts with FHWA policy. The widening project will have substantial impact on this area and should be within the scope of the project. In light of the intersection design modifications called for later in the FEIS, the City continues to recommend that a dedicated I-75 access lane be accommodated in this location, designed in accordance with applicable federal and state design criteria.
- The City plans to install a sidewalk (completed summer 2006) on the south side of 14 Mile from Concord to Stephenson Highway. The City requests that this expense, within the I-75 project area, be credited toward any local contribution that may be required relative to the I-75 project.
- The City plans to provide maintenance overlays (completed summer 2006) for portions of the service drive at the I-75/I-696 intersection. The City requests this expense, within the I-75 project area, be credited toward any local contribution that may be required relative to the I-75 project.

**Non-Motorized Access**

- The City continues to recommend providing designated pedestrian and bicycle access across all proposed bridges and underpasses, as well as at the Red Run Drain crossing, within the scope of this project.
- The Project includes new sidewalk adjacent to service drive on the east side. The City supports this concept and recommends continuing this non-motorized path throughout the project area (north to 14 Mile) with a design to accommodate bicycle traffic. This recommendation is not predicated on the referenced countywide non-motorized plan.

- The project includes removal of the I-75/Red Run Bridge. This will eliminate or minimize the potential for any future GWK and pedestrian/bicycle access across I-75 under the existing bridge system. Alternatives must be provided to ensure future access in this regard. This recommendation is not predicated on the referenced countywide non-motorized plan.

**Local Road Impacts**

- The FEIS generally references the extensive impact the proposed improvements will have on the adjacent road network (56 miles +), but does not address specific adjacent street improvement costs and impacts within Madison Heights or the funding mechanisms necessary to mitigate those impacts. This project will have extensive and long-term impacts on our local roads, both during construction as well as operationally after construction. These must be identified along with an identified cost sharing structure. The FEIS response that these costs will be "… determined through the long-range planning process by the responsible agency" is not responsive and does not address the true costs of these impacts.
- The FEIS generally references the extensive impact on adjacent streets and communities during actual construction, but does not address costs attributable to local units to mitigate those impacts.

**Neighborhood Impacts**

- The FEIS identifies the possible taking of twenty-three single-family homes (three additional single-family properties are impacted), one church and portions of other parcels in Madison Heights. These are identified as "preliminary estimates" that are "subject to change during the design phase". The City supports efforts to reduce these impacts further during the design phase.
- The City recommends additional evaluation of the existing and proposed sound walls in the area from I-696 to 11 Mile. **The City continues to oppose transferring responsibility for maintenance and reconstruction of the sound walls from MDOT to the City.**
- Local access and diverted through-traffic during construction will be maintained via service drives. The FEIS references a future "…maintenance of traffic program…" during the design phase to address safeguards to protect adjacent neighborhoods from this impact. This process must include analysis of closing/restricting access to side streets during construction as well as on a permanent basis.

**Interchange impacts**

- The City continues to support use of land area freed up by new interchanges for private economic development, where appropriate based on adjacent land uses and parcel configurations. The proceeds from the sale of property should be credited toward any local contribution that may be required relative to the I-75 project and as partial compensation for lost local revenues due to possible takings elsewhere in the project area.

On October 28, 2005, the City received a copy of the I-75 at Lincoln Avenue Local Road Scenario Report. It was prepared in response to a resolution passed by the Royal Oak Commission on August 1, 2005.

The analysis shows the necessity to preserve the Lincoln Avenue Bridge based on many reasons including traffic operations, safety, emergency access issues, non-motorized concerns and others. The recommendation of the report is to retain the Lincoln Avenue Bridge as a part of the Preferred Alternative for I-75 improvements, as recommended in the FEIS, April 2005. The FHWA also concurred with the analysis and its findings, including retaining the Lincoln Avenue Bridge as a part of the Preferred Alternative for the I-75 improvements.

This project is listed as a study in MDOT's approved *2004-2009 Five-Year Transportation Program*, which outlines roadway expenditures over the next five years. It is on SEMCOG's *2030 Regional Transportation Plan (RTP)*, with construction scheduled for the 2011-2015 time period. With its inclusion on the plan, it is shown to be in conformity with the Clean Air Act.

Due to modifications that are recommended at the I-696 interchange and 12 Mile Road, an Interstate Break-in-Access Justification Report (IAJR) is being prepared to document the effect of the proposed access changes on the interstate system and affected local roads. Analysis performed for that report has been incorporated into this FEIS.

The FEIS has been distributed to federal, state and local agencies, private organizations, and all members of the public making substantive comments on the DEIS. Following the comment period on the FEIS, it was forwarded to the FHWA with a recommendation that a Record of Decision (ROD) be issued. The ROD will act as the Location/Design Approval document, allowing the project to move forward to the design stage, when funding is identified. After design is completed the right-of-way acquisition and construction phases will occur. However, due to the Governor's "Preserve First" program, the design phase for this project has been deferred. It is expected that by 2008 if funding is provided, the project can move into design. Construction funding has not yet been identified.

- I-696/I-75 Bridge Reconstruction

In February 2007, MDOT contacted the City to indicate that a number of bridges at the I-696 and I-75 interchanges were to be replaced in the summer 2007. The State delayed the project to winter 2007-08. The City has agreed to provide a $50,000 local contribution.

## B. Major Road Improvements

- Fourteen Mile Improvements

  Fourteen Mile Road/I-75 Sidewalk

  Over the last four years, Madison Heights has been working with the Road Commission for Oakland County (RCOC) and area property owners to develop a method of improving pedestrian safety at the intersection of Fourteen Mile and I-75. A plan was developed by the City Engineer and approved by the Road Commission, which connects the sidewalk segments on the south side of Fourteen Mile between Concord Drive and Stephenson Highway. This program was funded through the Tri-Party Program with equal contributions from the City

of Madison Heights ($78,000), the RCOC ($77,000) and Oakland County ($77,000) at a cost of $232,000. The City received contributions from Micro Center and Big Fish of $16,750 to offset a portion of the City's match. The project was completed in summer 2006.

- Thirteen Mile Road

Meijer/Frankel Development

On December 18, 2000, the City Council approved a Consent Judgment ending two lawsuits filed by Developer Stuart Frankel, a local property owner. Under the terms of the Settlement, the developer was allowed to construct, north of Thirteen Mile and east of Edward, a 227,000 square foot Meijer Store, a Meijer Service Station and 30,000 square feet of additional commercial buildings, and a 47 home residential subdivision. As of January 1, 2005, the Meijer Store, Meijer Service Station, and all 47 homes were completed.

In January 2001, the developer agreed to contribute $615,000 in order to compensate the City for property sold for the development, including $415,000 to support the following traffic improvements:

1. The developer paid $20,000 to reimburse the City for a right turn lane from westbound Thirteen Mile Road to northbound John R.
2. The developer paid $5,000 to reimburse the City's traffic consultant, used in connection with the preparation of the Consent Judgment.
3. The establishment of the SCATS system on Thirteen Mile Road, between Campbell and Dequindre Roads, subject to the release of moneys from escrow, cash in the amount of $250,000 (final cost reduced to $150,000). Per the Agreement, any savings from the original project budget of $250,000 could be spent on other Thirteen Mile Road projects. The Thirteen Mile and Hales intersection was reconstructed and realigned at a cost of $71,000. The balance of the funding plus the interest earned on deposits was used for a $270,000 sectional concrete replacement on Thirteen Mile from John R to Hales.
4. The developer installed a traffic signal on Thirteen Mile Road at the entrance to the Meijer Store. The cost for the signal was $50,000 and the developer was solely responsible.
5. The developer paid to the City $90,000 as a contribution to pay for a right turn lane from northbound John R to eastbound Thirteen Mile Road (including right-of-way acquisition).

On August 13, 2001, the City authorized the Road Commission for Oakland County to proceed with the design, development and installation of the Thirteen Mile SCATS system. This system was installed at Thirteen Mile Road intersections at Stephenson Highway, Barrington, John R and Hales and includes telephone drops, controller and autoscope cameras. The $305,000 project cost was funded through $105,000 (of the $250,000) developer contribution and a $200,000 Federal Transportation Grant. The project was completed in early 2003.

In order to accomplish the installation of the northbound John R to eastbound Thirteen Mile right-hand turn lane, the City needed to obtain additional property at the southeast corner of the intersection. Making use of the developer's contribution, the City obtained additional

right-of-way in exchange for demolition of the Long Village Shopping Center sign and the installation of two smaller signs to the south. The construction of the signs ($18,562) and the right turn lane were completed in December 2001.

In response to residents' concerns, the City designed and reconstructed the intersection of northbound Hales at Thirteen Mile Road. The new configuration has added curbing to channel the traffic and created a dedicated left-hand turn lane to westbound Thirteen Mile. The project was completed in the summer of 2003 at a cost of $71,000. The remaining balance of the Frankel settlement ($135,000 plus $135,000 from the Major Street Fund) funded the Thirteen Mile Road sectional concrete replacement started in the fall of 2005 and completed in the spring of 2006.

- Stephenson Highway Median Turnarounds

The median "Michigan" turnarounds on Stephenson Highway from Twelve Mile to Fourteen Mile in the late 1990s had deteriorated badly and created a constant pothole problem. The through lanes of Stephenson Highway were first rehabilitated with a crack/seal and overlay in 1996. Reconstruction costs for the 16,000 square yards of turnarounds were estimated at $1.3 million. In both February 2000 and 2001, the City applied for eighty percent federal funding through the Oakland County Surface Transportation Committee. On February 21, 2001, the City learned its latest request was not approved. Without grant funding, the City planned a phased approach to the project with $105,000 to $125,000 budgeted per year. Phases I through VI of the project were completed in 2001 - 2006.

Over a seven year period, the City used a phased replacement of 26 turnarounds on Stephenson Highway and the elimination of three turnarounds. This project completed the restoration of all turnarounds prior to the resurfacing of Stephenson Highway in 2007 and 2008.

- Traffic Flow Improvements

On December 16, 2002, the City Council adopted the 2003-04 Goal Plan that included a plan to "Plan, fund and implement, on a one year trial basis, the installation of right-hand turn lane(s), reduction of commercial driveways and installation or extension of acceleration/deceleration lanes along major rights-of-way to reduce congestion, facilitate better traffic flow and improve public safety." The first project planned under this program extended deceleration lane for the Madison Heights Senior Center drive on northbound John R north of Twelve Mile Road ($47,000). The next project was the extension of the right turn lane for westbound Twelve Mile at John R. The $25,000 cost for the westbound lane was completed in 2006 and was funded through the Major Street Fund.

- Twelve Mile Road/I-75 Sidewalk

In an effort to improve pedestrian safety in this area, the City has planned to install a sidewalk on the south side of Twelve Mile from Marinelli's Restaurant (located east of I-75) west under I-75 to Mac's Party Store. The project will be funded through the Tri-Party Program with equal contributions from the City ($50,000) and the Road Commission for Oakland County (RCOC) ($50,000) and Oakland County ($50,000) at a total cost of $150,000.

## C. Local Road Improvements

In addition to the Proposal "R-1 and R-2" Ten Year Residential Road Improvement Programs outlined in the Neighborhood Roads Chapter, there is one additional local road improvement scheduled in the Capital Improvement Plan.

George W. Kuhn Drain District

As part of the George W. Kuhn Drainage District (GWKDD) Retention Treatment Facility expansion, an area just south of the Department of Public Service (DPS) facility was excavated. Within this area, a new 200,000 square foot intermediate weir structure underground and an above ground affluent screen building and pump house was constructed and completed in spring 2006. In 2001, the Drain Commissioner's staff approached the City with a proposal to stockpile 2,000 cubic feet of excavated material on the City's property south of the DPS building. In early 2002, the City entered into an Agreement with the GWKDD allowing them a temporary easement to stockpile the dirt during this project, (completed in December 2005) in exchange for substantial site improvements of the City's property and other considerations.

Among the key elements of this Agreement is the Drain District's 2005 installation of a concrete road with concrete curbs and gutters and drainage running perpendicular to the current Ajax Drive south to the property line of the Drain District including approaches to the reconstructed impound lot, recreational vehicle lot, DPS and contractors' staging areas. The $207,000 cost of the road construction was paid by the GWKDD.

In 2006, the Lowe's Home Improvement Store purchased the former Saturn site south of the GWK site and east of I-75. Working with Lowe's, the Oakland County Drain Commission and other area businesses, a plan to construct a road connecting Dartmouth east of the Home Depot to John R north of the Texas Road House was developed. The "ring" road will provide access to Lowe's, Madison Center, the GWK screen building and the new soccer complex/training facility. In addition, the "ring" road will reduce the amount of traffic using the already busy John R and Twelve Mile intersection. Construction was completed in January 2007. The project was funded by Lowe's.

## D. Traffic Signal Upgrades

Over the last ten years, the City has undertaken a considerable effort to upgrade the existing traffic signals on major City thoroughfares to improve traffic safety and reduce congestion during peak travel times. To this end, left-hand turn signals have been added at John R and Whitcomb, John R and Eleven Mile, Dequindre and Whitcomb, Dequindre and Thirteen Mile, Dequindre and Twelve Mile, and Dequindre and Eleven Mile.

Over the last few years, at the request of the Road Commission for Oakland County (RCOC) and with considerable financial incentive to the City, the City Council has authorized the installation of the SCATS system at a number of locations. This system is part of the RCOC's FAST-TRAC Intelligent Transportation System, which was first introduced in Oakland County in 1992.

SCATS stands for the Sydney Coordinated Adaptive Traffic System and were first deployed in Sydney, Australia. SCATS is an area-wide traffic controlled strategy designed to reduce overall system delay. Some drivers might experience slightly more delay, but most drivers will benefit.

SCATS maximizes the use of available road capacity, thereby improving the efficiency of the overall system.

SCATS uses telephone lines to communicate between a regional computer and the traffic signal controller at each SCATS intersection. Each intersection has vehicle detector cameras that let SCATS know when vehicles are present. The detectors allow SCATS to count vehicles and SCATS uses this information to decide how much green-time each approach to a signalized intersection should have. This is recomputed every cycle to determine what timing changes need to be made in order to move traffic most effectively. SCATS also coordinate timing at adjacent intersections to provide for the best possible traffic flow.

The SCATS system is but one tool to be used to optimize traffic flow on existing roads. SCATS is not intended to replace widening where extra capacity is required, but it has certainly proven to be the next best thing.

Since 1998, SCATS projects have been completed at John R and I-696, Twelve Mile from Stephenson to Milton, Eleven Mile and John R, Fourteen Mile from Stephenson to Industrial, John R and Dartmouth, Thirteen Mile from Stephenson to Hales, John R and Ajax, John R and Irving, Eleven Mile from I-75 to Hales and John R from Brockton to Madison Place.

An allocation of $30,000 per year has been included in the Capital Improvement Plan starting in FY 2008-09 to provide funding for unanticipated signal upgrades.

- Dequindre Road Corridor Signals

In an effort to improve traffic flow on Dequindre, the Macomb County Road Commission (MCRC) developed a plan to fully activate the signals in this corridor. An amount of $10,000 has been budgeted to upgrade the Madison Senior Campus signal and add pedestrian activated signals. The Senior Campus has pledged $1,500 to the project. The Road Commission has obtained a Federal Congestion Mitigation Air Quality (CMAQ) Grant to replace the local funding. The $900,100 project cost will be funded between CMAQ ($750,000), MCRC ($73,000), Warren ($36,500) and Madison Heights ($40,600).

- I-75 Ramp and Twelve Mile Signal

As part of the Lowe's development, a commitment was received to improve traffic flow on Twelve Mile Road to help mitigate the impact of this new store. An estimated private business contribution of $100,000 has been planned to install a signal at the southbound I-75 Ramp at Twelve Mile Road. MDOT is conducting a warrant study in an effort to design the appropriate signal configuration.

## E. Road and Sidewalk Rehabilitation Programs

The Capital Improvement Plan also includes the continuation of two very successful City-wide programs. Within the capital budget, $75,000 to $420,000 per year for each of the next five years has been programmed for each of the following: sidewalk repair and installation program; and joint and crack sealing and/or over-band crack sealing of major roads.

- Sidewalk Repair & Gaps Program

On December 13, 1999, the City Council adopted a goal to "identify gaps in the sidewalk network, develop financing and implement multi-year programs to improve pedestrian access and safety."

The City has had a very successful sidewalk repair program. After 2001 (final year of the original fourteen year program), the entire City sidewalk system had been inspected and repaired to a ½" trip standard. However, over time the sidewalk system will continue to need ongoing repair. In addition, several areas of the City have "gaps" within the sidewalk system that results in poor or incomplete pedestrian circulation.

As part of the Sidewalk Special Assessment Program, the City's contractor replaces key flags and installs handicap ramps at intersections, and does general sidewalk repairs and replacement. Funding is provided by property owners' assessments each year on a district-by-district basis. The district schedule for 2008 is Year 6, which includes sidewalks north of Twelve Mile Road, east of I-75, south of Ajax and Moulin, and west of Dequindre.

On March 12, 2001, the City Council adopted a Sidewalk "Gap" and Replacement Policy. The following criteria were developed as the basis for determining sidewalk gap construction and funding contributions:

1. Pedestrian Safety
2. Current/Projected Use/Demand
3. Physical/Right of way constraints ("Constructibility")
4. Proximity/Links to Schools, Parks, Employment Centers
5. Coordination with other public/private projects
6. Funding Resources
7. Maintenance – Public/Private
8. Property Ownership – Public, Schools, Private
9. Provision of sidewalks on both sides of Major Roads

The policy indicates that all sidewalks shall comply with the Code of Ordinances, except as specified below.

There is established as a part of this policy a "Sidewalk Program and Gap Map". The following map establishes sidewalk gap locations throughout the City and denotes those gaps that are "to remain" and those that are "to be installed" with new sidewalk.

All new developments occurring within the City that are located on a parcel or parcels that have a sidewalk gap shown as "to be installed" on the Gap Map shall install said sidewalk. Provisions for such sidewalk construction shall be included as a part of site plan review, subdivision approval, or building permit application. Cost of sidewalk gap construction shall be the entire responsibility of the property owner or developer.

All public road and utility projects occurring within the City that are located on or adjacent to a parcel or parcels that have a sidewalk gap shown as "to be installed" on the Gap Map shall include installation of said sidewalk as a part of the scope of project.

For commercial and industrial mill and overlay projects the property owners will pay the full

cost of the sidewalks. Cost of sidewalk gap construction shall be allocated between the City and the property owners in accordance with the percentage allocations in the City's Special Assessment District Policy for Road Improvements (July 12, 1999, as amended) and through a special assessment district.

All other sidewalk gaps that have a sidewalk gap shown as "to be installed" on the Gap Map shall be installed during the City's scheduled annual sidewalk program in accordance with the "Sidewalk Program" years on the Gap Map. Cost of sidewalk gap construction shall be the entire responsibility of the property owner either directly or through a special assessment district in conjunction with the City's annual sidewalk program.

Construction of sidewalks shown on the "Gap Map" as "Sidewalk Gaps to Remain" shall not be required. However, nothing in the policy should be construed as preventing installation of said sidewalks where the property owner and/or City voluntarily seek such installation.

To address concerns voiced regarding homeowners' ability to pay, the City Council amended the Sidewalk Program Policy in 2003 to provide for financial assistance for those who qualify.

Starting in FY 2007-08, Proposal "R-2" funding of $20,000 per year is used to support the sidewalk handicap ramps and key flags.

- Stephenson Highway Resurfacing (Twelve to Fourteen Mile Road)

To address the long-term wear on the 1996 overlay, a multi-year asphalt overlay project is programmed ($2,195,000). The project has been broken down into three segments: northbound Thirteen Mile to Fourteen Mile, northbound Twelve Mile to Thirteen Mile; and southbound Fourteen Mile to Girard.

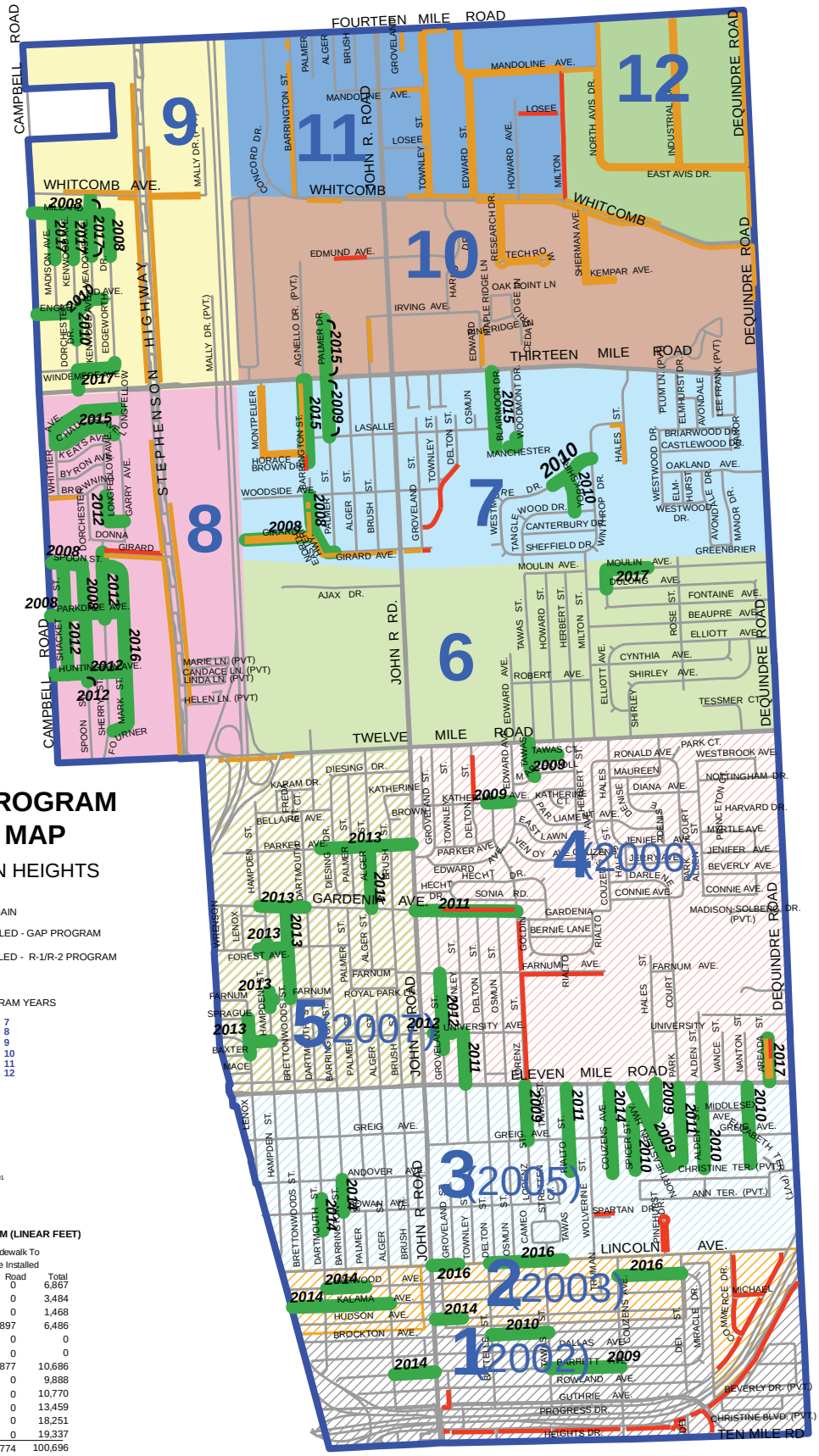
On November 13, 2006, the City Council approved two contracts, the Advance Construction Contract and the Local Jobs Today Program Loan Contract, necessary to move forward with the planned 2007 construction of a mill, joint repair, curb and gutter replacement and asphalt overlay of northbound Stephenson Highway from Thirteen Mile to Fourteen Mile Road.

In 2007, the Michigan Department of Public Transportation (MDOT) granted the City a credit for $57,000 for fast tracking the project through the Local Jobs Today program. The City-requested loan for the Surface Transportation Program (STPU) of $228,000 from MDOT will be paid by federal funding to MDOT directly. As a result, this loan, although authorized with MDOT, will not be used.

The 2008 phase of this project (northbound Stephenson Highway from Twelve Mile to Thirteen Mile and southbound Stephenson Highway from Fourteen Mile to Girard) has been contracted and will be built in the spring of 2008. The City Engineer estimates that the City will cover $630,000 in costs and federal funding will cover $935,000 of the total $1,572,000.

Campbell Road Rehabilitation Thirteen Mile to Fourteen Mile

To help extend the useful life of this major north-south artery, a mill and asphalt overlay project is scheduled for FY 2010-11. Project funding will include contributions of approximately $219,000 from Madison Heights and Royal Oak and a $1,022,000 federal grant for a total project cost of $1,460,000.




# SIDEWALK PROGRAM AND GAP MAP

## CITY OF MADISON HEIGHTS

- SIDEWALK GAPS TO REMAIN
- SIDEWALK TO BE INSTALLED - GAP PROGRAM
- SIDEWALK TO BE INSTALLED - R-1/R-2 PROGRAM

SIDEWALK PROGRAM YEARS

| | | |
|---|---|---|
| Complete | 1 | 7 |
| Complete | 2 | 8 |
| Complete | 3 | 9 |
| Complete | 4 | 10 |
| Complete | 5 | 11 |
| Complete | 6 | 12 |

Adopted by City Council : March 12, 2001
Revised : January 7, 2008
Scale: N/A

**SIDEWALK GAP PROGRAM (LINEAR FEET)**

| | | Gaps To Remain | Sidewalk To Be Installed Gap | Sidewalk To Be Installed Road | Total |
|---|---|---|---|---|---|
| Complete | 1 | 6,867 | 0 | 0 | 6,867 |
| Complete | 2 | 3,484 | 0 | 0 | 3,484 |
| Complete | 3 | 1,468 | 0 | 0 | 1,468 |
| Complete | 4 | 5,589 | 897 | 897 | 6,486 |
| Complete | 5 | 0 | 1020 | 0 | 0 |
| Complete | 6 | 0 | 0 | 0 | 0 |
| | 7 | 1,534 | 5,275 | 3,877 | 10,686 |
| | 8 | 864 | 9,024 | 0 | 9,888 |
| | 9 | 0 | 10,770 | 0 | 10,770 |
| | 10 | 485 | 12,974 | 0 | 13,459 |
| | 11 | 580 | 17,671 | 0 | 18,251 |
| | 12 | 1,915 | 17,422 | 0 | 19,337 |
| TOTAL | | 22,786 | 73,136 | 4,774 | 100,696 |

- Oakland County Road Commission Rehabilitation Projects

On February 7, 2005, City staff met with officials from the Road Commission for Oakland County to discuss the condition of existing roads and plans for the future. The Road Commission staff indicated that they were planning three projects over the next two years.

Fourteen Mile Road Overlay - Edward to Dequindre

During the summer of 2005, the Road Commission completed repair to the existing road and the overlay of 1-1/2 inch asphalt for the three-quarter mile stretch of Fourteen Mile Road from Edward east to Dequindre Road. The project cost of $187,500 was funded by the Road Commission's maintenance fund.

John R Rehabilitation - Fourteen Mile to the Red Run Drain

After years of urging by the City of Madison Heights, the Road Commission agreed to undertake a major overlay project for their portion of John R, which runs from Fourteen Mile Road to the Red Run Drain. This project was completed in 2006 at an estimated cost of $1,476,000. The City Council approved a 50 percent funding match. The City has been allocated some additional Tri-Party (Road Commission, Oakland County and City) funds for this project reducing the City's share to $458,000.

John R and Twelve Mile Road and John R and Thirteen Mile Road Intersection Replacements

The Road Commission officials received a 100 percent state-wide safety grant to reconstruct the intersections of John R and Twelve Mile Road, and John R and Thirteen Mile Road. This project was constructed in November 2007 at an estimated cost of $400,000.

- Joint and Crack Seal Program

The Joint and Crack Sealing Program has been a very successful method by which to extend the useful life of the City's concrete roads. The process includes the removal of old tar, dirt and weeds, the blowing clean of these areas and a refilling of all cracks and seams with tar. For FY 2008-09, the Department of Public Service has scheduled Eleven Mile west of John R and if money allows, Thirteen Mile turn lane from John R to Stephenson ($75,000). Starting in FY 2007-08, the major roads portion will be funded through the Major Street Fund $75,000 per year.

## F. Commercial and Industrial Roads

Industrial area road surfaces and commercial connector roads are taking an increasing amount of patching to maintain drivability. In addition, many roads in these areas are not wide enough to accommodate today's truck traffic and turning radii. The surface conditions of roads in the Madison Industrial Research District (north of Whitcomb) and other industrial/commercial areas have declined significantly in recent years.

On July 12, 1999, the City Council adopted a new Special Assessment District Policy to expedite the reconstruction of these industrial subdivision and commercial roads. Accordingly, the future operating budget impact will recognize annual maintenance cost reductions, improved traffic safety and reduced exposure to liability claims as a result of poor road conditions.

Based on the past Council Policy, the staff was selecting one road (based on the annual road survey) every two to three years to be reconstructed, subject to available funding. Roads in this area were widened and resurfaced as necessary. The first project, Ajax Drive from John R to the Department of Public Services, was programmed and completed in 1999 at a cost of $750,000.

The second industrial road project, Losee Avenue from Howard to Milton, was originally budgeted for FY 1999-2000 and was later rescheduled to FY 2001-02. The Losee project was combined with FY 2001-02 (original plan) reconstruction of Milton Avenue from Mandoline to Whitcomb and Howard Avenue from North Cul-de-sac to Whitcomb.

Starting in August 2001, two attempts were made to establish funding for this project ($1.7 million) through a special assessment district. In March 2002, the City Council delayed consideration of the related Special Assessment Roll until December 2002. On December 16, 2002, the City Council approved the Special Assessment and construction was completed in the summer of 2003.

Scheduled for 2006 was the rehabilitation of Progress Drive from John R to Dallas and the I-696 northbound underpass. This I-696 service drive had developed road surface problems. Funds were allocated to mill and overlay the worst concrete sections. The project was completed in 2006 for $185,000.

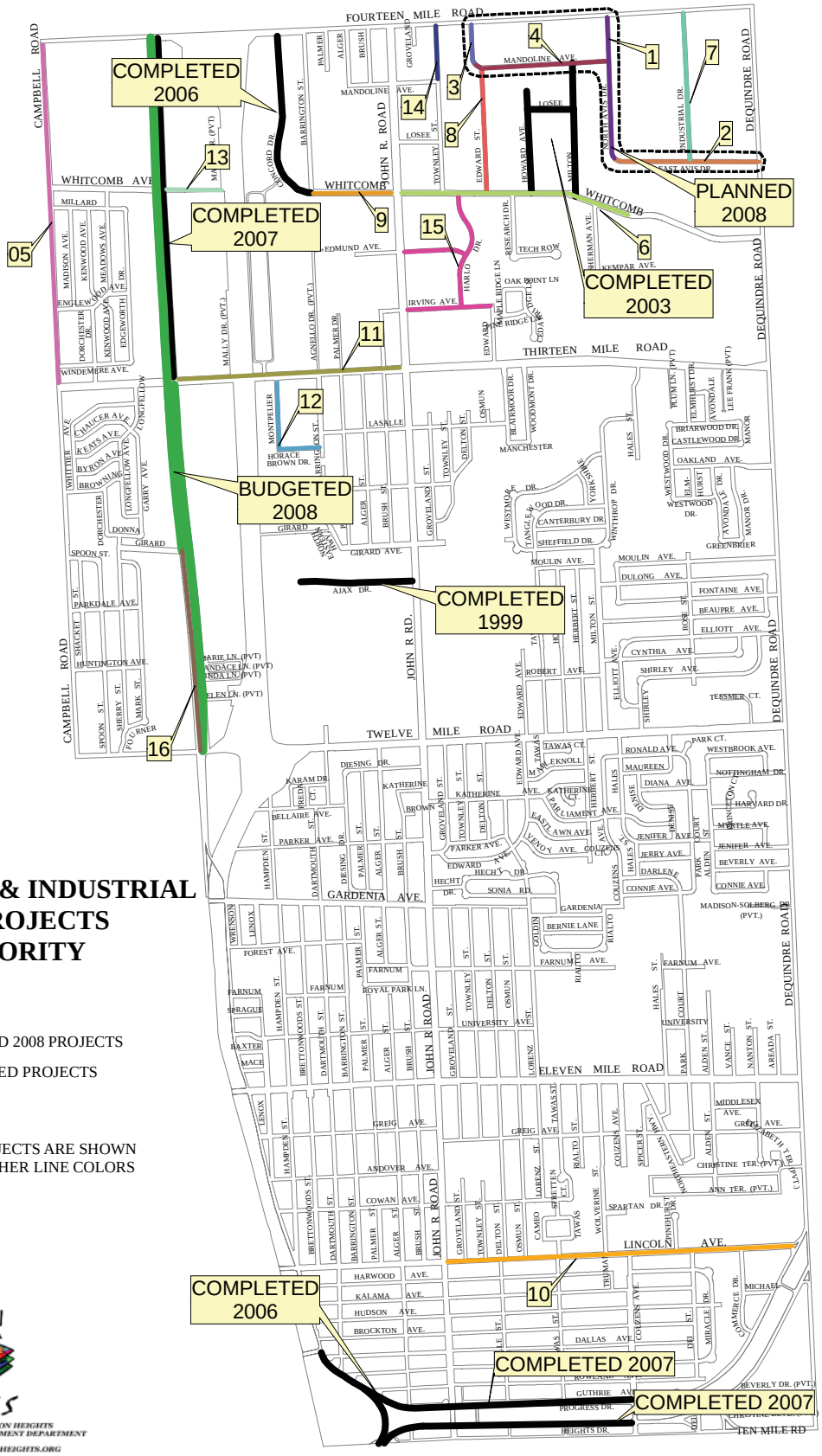
In FY 2006-07, the City completed the $1.1 million (including $293,000 in special assessment contributions and $50,000 in Water and Sewer Fund contributions) reconstruction of Concord between Fourteen Mile Road and Barrington.

As part of the FY 2007-08 Community Development Block Grant (CDBG) application, the City requested $288,000 (plus $122,000 from the Major Street Fund) for the reconstruction of Progress and Heights Drives from John R to Couzens. The 2007 construction consisted of approximately 5,304 linear feet for both the eastbound and westbound drives of deteriorated concrete pavement being reconstructed with cold milling of the concrete pavement and asphalt overlay. The CDBG funding was derived from the net proceeds from the sale of the former Branch Library.

As part of the 2008-09 Goal Plan, the City Council approved a proposal: “In an effort to balance funding limitations and the backlog of commercial and industrial roads in need of repair, modify the existing program to allow for development, design, procurement and construction of a mill and asphalt overlay with appropriate joint and base repairs for these high priority road needs.”

For FY 2008-09, the following overlay projects have been scheduled: North Avis from Fourteen Mile to East Avis ($464,000); East Avis from North Avis to Dequindre ($344,000); Edward from Fourteen Mile to Mandoline ($116,000); and Mandoline from Edward to North Avis ($294,000). In addition to the overlay portion, each project will include a sidewalk special assessment to fill in missing parts of the sidewalk network.

As presented in Table VI, 16 priority industrial/commercial road improvement projects have been identified.




# COMMERCIAL & INDUSTRIAL ROAD PROJECTS BY PRIORITY

BUDGETED 2008 PROJECTS

COMPLETED PROJECTS

NOTE: PLANNED PROJECTS ARE SHOWN IN VARIOUS OTHER LINE COLORS

TABLE VI

FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY COMMERCIAL AND INDUSTRIAL ROAD PROJECTS
(BASED ON CURRENT COSTS)

| | Project Location/Limits | Length (Feet) | Estimated Cost (in 2007) |
|---|---|---|---|
| Done 1999 | Ajax Drive - DPS Building to John R | 1,700 | $ 620,000 |
| Done 2003 | Losee Avenue - Howard to Milton (660 feet)<br>Milton Avenue - Mandoline to Whitcomb (1,950 feet)<br>Howard Avenue - North of Whitcomb (1,475 feet) | 4,085 | 1,105,000 |
| Done 2006 | I-696 WB Service Drive (Progress Drive to Stephenson Highway - Dallas to John R including I-696 NB Underpass | 3,500 | 250,000 |
| Done 2006 | Concord Drive - Fourteen Mile to Barrington | 2,700 | 1,174,000 |
| Done 2007 | Stephenson Highway - NB Thirteen Mile to Fourteen Mile | 5,149 | 353,000 |
| Done 2007 | I-696 EB Service Drive (Heights Drive) - John R to Couzens | 2,636 | 205,000 |
| Done 2007 | I-696 WB Service Drive (Progress Drive) - John R to Couzens | 2,668 | 205,000 |
| | Work Completed | 22,438 | $ 3,912,000 |
| Budgeted | | | |
| 2008 | Stephenson Highway - NB Twelve Mile to Thirteen Mile | 5,531 | 431,000 |
| 2008 | Stephenson Highway - SB Fourteen Mile to Girard | 7,281 | 781,000 |
| | Work Budgeted | 12,812 | $ 1,212,000 |
| Planned | | | |
| 1. | North Avis Drive - Fourteen Mile to East Avis (includes sidewalk SAD $107,000) | 2,978 | 464,360 |
| 2. | East Avis Drive - North Avis to Dequindre (includes sidewalk SAD $86,000) | 2,150 | 344,000 |
| 3. | Edward Street - Fourteen Mile to Mandoline (includes sidewalk SAD $29,000) | 722 | 115,640 |
| 4. | Mandoline Avenue - Edward to North Avis (includes sidewalk SAD $66,000) | 1,900 | 294,000 |
| 5. | Campbell - Thirteen to Fourteen Mile | 5,280 | 1,460,000 |
| 6. | Whitcomb Avenue - John R to end of Islands (east of Sherman) and Widening at Intersections | 3,500 | 840,000 |
| 7. | Industrial Drive - Fourteen Mile to East Avis | 2,256 | 270,720 |
| 8. | Edward Street - Mandoline to Whitcomb | 1,866 | 223,920 |
| 9. | Whitcomb - Barrington to John R | 1,200 | 288,000 |
| 10. | East Lincoln Avenue - John R to Dequindre | 5,346 | 641,520 |
| 11. | W Thirteen Mile Road - John R to Stephenson | 3,548 | 851,500 |
| 12. | Montpelier/Horace Brown Drive - Thirteen Mile to East End | 1,750 | 210,000 |
| 13. | Whitcomb Avenue - Mally to Stephenson | 958 | 114,960 |
| 14. | Townley - Fourteen Mile to Mandoline | 2,492 | 299,040 |
| 15. | Edmund - John R to Harlo, Harlo - entire length, and Irving east of John R | 3,956 | 474,720 |
| 16. | Stephenson Highway - SB Girard to Twelve Mile Road | 3,393 | 525,000 |
| | Work Planned | 43,295 | $ 7,417,380 |

- Asset Management

The theory of Asset Management (AM) is to provide proper, timely maintenance to increase the overall life cycle and provide better daily service of the City's infrastructure assets (roads, utilities, etc.). Asset management is the tool to schedule preventive maintenance and replacement timed to improve the condition of the asset while increasing the overall life cycle. AM replaces the "worst first" theory of utility maintenance and replacement. The practical application of asset management includes four main components: inventory, condition assessment, maintenance and long range planning for the assets. The Community Development Department Geographic Information System Division (CDD/GIS) has been developing the data necessary for asset management since the beginning of the City's GIS program. The inventory of the current City assets is nearly complete and will be updated by CDD/GIS as utility and roadwork occurs throughout the City.

In August 2005, a comprehensive road-rating project was undertaken to address the need for a road network condition assessment. Stantec Consulting completed this assessment through a financial partnership with the Road Commission for Oakland County (RCOC). The project rated the complete road network within the City, delivering a rating for each road segment by scanning the pavement with a number of cameras and digitally measuring pavement imperfections. The second road rating was completed during the fall of 2007. A third road rating is tentatively scheduled for 2009. The GIS Division has recommended that this project be continued for the next two years to enable the development of a multi-year pavement deterioration curve for enhanced City-wide pavement management.

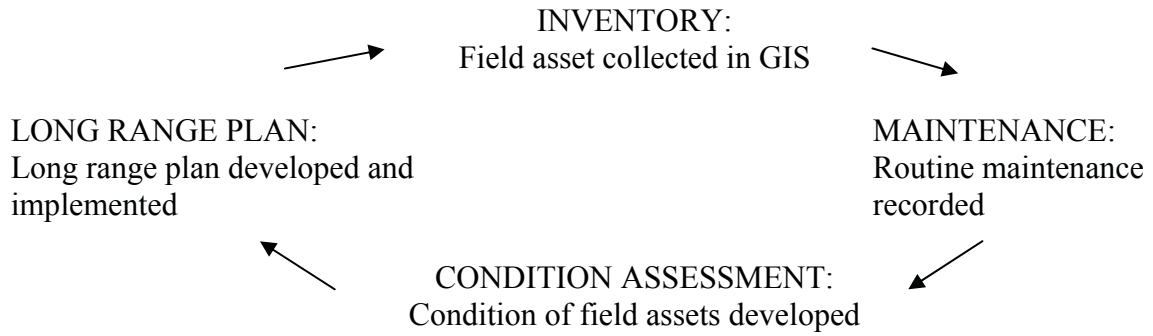
To track ongoing and future maintenance, the City has implemented a Computer Maintenance Management System (CMMS) for work order management within DPS. Work order management provides a connection between daily DPS tasks and GIS utility features, which are being geolocated. This connection enables spatial queries to be conducted on GIS utility features to review the types of work that have been compled, are in progress, or are planned. Another benefit is the ability to track requests from citizens. Cityworks from Azteca Systems, Inc. was selected as the preferred software and implementation began in the fall of 2004. CDD/GIS was the onsite resource for deployment, streamlining interdepartmental communication. Implementation was completed in the summer of 2005 as planned by CDD/GIS and DPS staff.

The project was designed for the three divisions of the DPS: Parks, Streets, and Water and Sewer. The development included custom Microsoft (MS) Access reports and design changes to the original Cityworks software program. As part of the implementation, multiple day training was created and provided by CDD/GIS for applicable DPS staff. Training is onging.

Implementation for the Streets Division was completed in fall 2005, including initial and follow-up training. The Water and Sewer Division's system was implemented in 2006. The Streets Division was combined with Parks Division in 2007.

This final component of AM entails development of a long-range plan for infrastructure assets. The next step is to fully integrate GIS and work order data so that it can be spatially compared.

Presently, CDD/GIS is pursuing funding from the Transportation Asset Management Council (TAMC) to enable the City's road ratings to be used in computer modeling. In the past, the TAMC has funded pilot projects with the use of grants to further the development of asset management principles within the State of Michigan. The goal of this funding is to develop alternative long range plans for the City's road system. The flowchart below outlines the completed AM cycle.




## G. Street Maintenance and Solid Waste Vehicle Replacements

Various Street Maintenance and Solid Waste vehicles are programmed for purchase to correspond with the Fifteen Year Equipment Replacement Plan. Also, as detailed in the Public Safety Chapter, Street Maintenance vehicles totaling $1.3 million will be funded through the "V-2" millage program.

**TABLE VII**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**COLLECTION & DISTRIBUTION SYSTEMS**
**(IN THOUSANDS)**

**APPROPRIATIONS:**

| COLLECTION & DISTRIBUTION SYSTEMS | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL APPROP. |
|---|---|---|---|---|---|---|---|---|
| WATERMAINS | | | | | | | | |
| Palmer - North Dead End to 11 Mile | $ 0 | $ 0 | $ 0 | $ 191 | $ 0 | $ 0 | $ 0 | $ 191 |
| Barrington -11 Mile to Andover | 0 | 0 | 0 | 0 | 213 | 0 | 0 | 213 |
| Hampden - 11 Mile to Andover | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 204 |
| Fourteen Mile - Palmer to John R | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 150 |
| | | | | | | | | |
| SEWER PROJECTS | | | | | | | | |
| By Pass/Eliminate Wolverine Lift Station | 1,400 | 507 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sewer Rehabilitation/Replacement | 0 | 0 | 0 | 50 | 50 | 50 | 50 | 200 |
| DPS Brine Containment Structure | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 |
| | | | | | | | | |
| REPLACEMENTS | | | | | | | | |
| 2000 GMC W 4500 Van #452 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 61 |
| 1996 Ford Backhoe #456 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 82 |
| 1998 Ford Vactor #468 | 0 | 0 | 0 | 241 | 0 | 0 | 0 | 241 |
| 1975 Emergency Generator-Portable #554 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 39 |
| | | | | | | | | |
| TOTALS | $ 1,400 | $ 507 | $ 0 | $ 655 | $ 302 | $ 254 | $ 200 | $ 1,411 |

**REVENUES:**

| COLLECTION & DISTRIBUTION SYSTEMS | GENERAL FUND | LOCAL MAJOR STREETS | C.D.B.G. | SPECIAL ASSESS. | ROAD IMPROV. ACCOUNT | WATER & SEWER | OTHER REVENUES | TOTAL REVENUES |
|---|---|---|---|---|---|---|---|---|
| WATERMAINS | | | | | | | | |
| Palmer-North Dead End to 11 Mile | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 191 | $ 0 | $ 191 |
| Barrington - 11 Mile to Andover | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 213 |
| Hampden - 11 Mile to Andover | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 204 |
| Fourteen Mile - Palmer to John R | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 150 |
| | | | | | | | | |
| SEWER PROJECTS | | | | | | | | |
| Sewer Rehabilitation/Replacement | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| DPS Brine Containment Structure | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 |
| | | | | | | | | |
| REPLACEMENTS | | | | | | | | |
| 2000 GMC W 4500 Van #452 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 61 |
| 1996 Ford Backhoe #456 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 82 |
| 1998 Ford Vactor #468 | 0 | 0 | 0 | 0 | 0 | 241 | 0 | 241 |
| 1975 Emergency Generator-Portable #554 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 39 |
| | | | | | | | | |
| TOTALS | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 1,411 | $ 0 | $ 1,411 |

## COLLECTION & DISTRIBUTION SYSTEMS

### Local Water Improvements

- Watermain Replacement Program

As part of the 2001-02 Goal Plan, the City Council approved the following goal:

> Develop plans, schedule funding and implement a multi-year systematic watermain replacement program aimed at reducing maintenance costs and water loss due to main breaks.

In the area of watermain replacement, the Department of Public Service (DPS) annually reviews and identifies those areas needing extensive watermain replacement and those requiring additional watermains to improve both water volume and pressure to customers. As a general strategy, the City is replacing six-inch cast iron watermains installed starting in the early 1940's with new eight-inch pipe. Through the extension of existing watermain lines, the City loops existing service areas by connecting parallel lines, improving supply and distribution in various neighborhoods. By implementing the watermain replacement program, our future operating budget for expensive emergency repairs will be reduced by decreasing the occurrence of watermain breaks.

As recommended by the Utilities Supervisor, Deputy City Manager, Community Development Director and City Engineer starting in 1997, the watermains in the Neighborhood Road Improvement Program - Year Two were replaced with plastic pipe. Due to reduced cost and the success of the program, the City now uses plastic pipe for all watermain projects.

As presented in Table VIII, fourteen high-priority watermain projects have been identified.

- Equipment Replacement

Concerning rolling equipment and tools, the DPS is also projecting a need to replace two water service vans, a backhoe, a sewer vactor, an emergency generator and related equipment.

- Neighborhood Road Plan

The Neighborhood Projects Chapter outlines the watermain and sewer line replacement projects scheduled as part of those two ten year plans.

### Local Sewer Improvements

Most of our sewer lines in the City are over 40 years old and many will need repairs, lining or replacing in the future.

Funding for local sewer rehabilitation is programmed for line replacement, and chemically treating roots that infiltrate our sanitary sewers. Creation of a long-range sanitary sewer rehabilitation and replacement program and the annual allocation of up to $50,000 per year was approved by City Council as part of the 1998 Goal Plan.

Over a five year period, the City eliminated the last three sewer lift stations. With the installation of the Kuhn Drain Ten Mile Road interceptor sewer, sewage now travels east from Battelle to Dequindre. This project provided the City with an opportunity to eliminate the Guthrie Lift

**COLLECTION & DISTRIBUTION SYSTEMS BY PRIORITY**

GIS

CITY OF MADISON HEIGHTS
COMMUNITY DEVELOPMENT DEPARTMENT

WWW.MADISON-HEIGHTS.ORG

TABLE VIII

FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN
PRIORITY WATERMAIN PROJECTS
(BASED ON CURRENT COSTS)

| Location Number | Watermain Location | Length (Feet) | Estimated Cost (in 2007) |
|---|---|---|---|
| 1. | Palmer - North Dead End to Eleven Mile | 1,270 | $ 191,000 |
| 2. | Barrington - Eleven Mile to Andover | 1,420 | 213,000 |
| 3. | Hampden - Eleven Mile to Andover | 1,360 | 204,000 |
| 4. | Fourteen Mile - John R to Palmer | 1,000 | 150,000 |
| 5. | Brush - Eleven Mile to Royal Park Lane | 1,400 | 210,000 |
| 6. | Harwood - John R to Progress | 2,100 | 315,000 |
| 7. | Longfellow - Garry to Browning | 850 | 131,000 |
| 8. | Dartmouth - Eleven Mile to Andover | 1,420 | 213,000 |
| 9. | Garry - Longfellow to Sherry | 1,920 | 288,000 |
| 10. | Palmer - LaSalle to Girard | 1,750 | 263,000 |
| 11. | Kalama - John R to Alger | 550 | 83,000 |
| 12. | John R - Whitcomb to Fourteen Mile | 2,450 | 368,000 |
| 13. | Ten Mile - Dequindre to John R | 2,900 | 435,000 |
| 14. | Alger - Mandoline to Fourteen Mile | 800 | 120,000 |
| | Totals | 21,190 | $ 3,184,000 |

These costs assume $85 per linear foot for watermain installation including pipe, hydrants, valves, taps, labor cost (both Contractor and City), and other costs related to the project.

Also, costs assume $40 linear foot for landscape, sidewalk and drive approach restoration relating to the watermain installation.

In addition, 20% has been added for preliminary engineering, construction inspection and contingency.

Station, located on Heights Drive and Couzens. By rerouting the sewers to flow by gravity rather than being pumped up to a higher elevation sewer, the City saves the daily maintenance, electrical and replacement cost of the lift station. Additionally, in case of a power outage, staff would have to be concerned with flooding the commercial buildings on Ten Mile Road. The City Engineer worked with the Oakland County Drain Commissioner and Kuhn Drain engineers to coordinate connecting directly to the Ten Mile interceptor. The Water and Sewer Fund Budget included $83,000 to finance this project that was completed in early 2003.

In the fall of 2005, the underground lift station located east of Rose on Beaupre was eliminated through the installation of a new sewer routed east to Fontaine. This project was done in conjunction with the Proposal "R-1" Road Improvement Project (see Neighborhood Projects Chapter for details).

The third and final lift station was located on Wolverine south of Eleven Mile Road. To improve sewer system operations and prevent basement backups, a new line was installed rerouting flows north to Eleven Mile and then east to the large Dequindre Sewer Interceptor.

In November 2005, bids were opened for the Wolverine Pump Abandonment and Eleven Mile Sewer project. The low qualified bidder was Pamar Enterprises, Inc. The bids came in substantially higher than the original Engineer's estimate and the project was put on hold while staff and the consulting City Engineer evaluated funding options. In September 2006, the City Engineer recommended a phased approach to the project, with Phase I fully funded in FY 2006-07 ($1,400,000) and Phase II funded in FY 2007-08 ($507,000).

In October 2007, the City's long-term goal of eliminating sanitary sewer pump stations altogether, along with the accompanying daily maintenance, monitoring and repair was achieved.

## Regional Sewer System

Brief History

The Southeastern Oakland County Sewage Disposal Authority (also referred to as the Twelve Towns Drain District) was established in 1942 to address flooding problems in this region. The Twelve Towns Drain District includes the cities of Berkley, Birmingham, Clawson, Ferndale, Hazel Park, Huntington Woods, Madison Heights, Oak Park, Pleasant Ridge, Royal Oak, Southfield, Troy, the Royal Oak Township and the Village of Beverly Hills.

In 1972, the Twelve Towns Drain District completed construction of a Retention Treatment Facility (RTF), a 20 foot high by 65 foot wide structure in the bed of the former Red Run Drain. This RTF runs 2.2 miles from Twelve Mile and Stephenson Highway in a northeastern direction to Dequindre Road south of Whitcomb where it empties into the Red Run Drain.

During rain events, the RTF receives a combination of storm and sanitary flows from the 14 communities that makeup the District. The RTF captures this storm water and sanitary sewage and drains gradually into the Dequindre Sewer Interceptor where flows travel south to the Detroit Water and Sewage Board Treatment Plant. In heavy storms, after retaining 35 million gallons of combined sewage, the basin overflows into the Red Run Drain, in Warren, after receiving primary treatment including skimming and chlorination.

As part of an Agreement with the Michigan Department of Environmental Quality (MDEQ), the Twelve Towns Communities were required to plan and construct $144 million (original estimate) in improvements to the RTF aimed at reducing the volume and the frequency of the overflows, and providing adequate treatment of these overflows when they do occur.

**Twelve Towns Contested Case Settlement**

On October 22, 1998, the Director of MDEQ issued the new National Pollutant Discharge Elimination System (NPDES) Operating Permit that allows the South Oakland County Sewerage Disposal System (SOCSDS) to discharge Combined Sewer Overflow (CSO) into the Red Run Drain until October 1, 2003. This Permit was renewed for an additional five years to October 1, 2008 with its current terms and conditions.

In March 2005, the MDEQ notified the Oakland County Drain Commissioner that they would be changing the NPDES Permit expiration date from 2008 to 2010 in an attempt to stagger permits for the different watersheds across the State. In June 2005, the communities agreed to the change and renaming the permit to "George W. Kuhn Drainage Board on behalf of the George W. Kuhn Drainage District".

- Permit Key Features

The NPDES Permit includes the following key features:

1. New limits and reporting standards for the treated combined sewer overflow to the Red Run Drain including procedures for monitoring this overflow;
2. In-stream testing for escherichia coli (e-coli) per State statute;
3. Requirements for the development of new procedures and assessment of the operation of the RTF;
4. Discharge notification requirements;
5. The Combined Sewer Overflow control program including:
    a. North Arm Relief project with 4.8 million-gallon increase in storage;
    b. RTF storage capacity increase of 30 million gallons to a total of 64 million gallons;
    c. Construction of a new inlet weir and related headworks including improved treatment features;
    d. Elimination of the Madison Heights separated storm sewer inputs from the RTF by the construction of two new parallel storm sewers;
    e. Elimination of the two Madison Heights combined sewer overflow interceptors to the RTF by rerouting of them upstream of the new inlet weir structure;
    f. Elimination of the Hazel Park sanitary sewer discharge to the RTF by the construction of a new Ten Mile Road interceptor;
    g. Construction of a new de-watering pump station to facilitate the removal of flows in the early stages of a storm event by increasing discharge to the Twelve Mile Road interceptor;
    h. Downspout Disconnection Program; and
    i. Storm Water Input Restriction Program.

6. A December 31, 2005 deadline for the construction (started in October 2000) of the proposed improvements;
7. Commitment by the MDEQ that the proposed CSO improvements would constitute "adequate treatment" capable of meeting water quality standards which means no additional improvements of the system will be required unless a problem is uncovered and can be traced solely to the RTF or unless evidence is found as a result of the Total Maximum Daily Load (TMDL) review of the Red Run Drain and the Lower Clinton River Watershed; and
8. A provision that would allow this permit to be reopened by the MDEQ or the Twelve Towns communities based on technical and/or financial problems that may arise in the future.

- George W. Kuhn Drain

In March 1999, the Drain Board accepted petitions from the Twelve Towns Communities and established a new drain district for this construction project named the George W. Kuhn Drain District (GWKDD). The three major components of this construction project include Contract #1, construction of the 10-foot parallel storm sewers north and south of the existing RTF including the disconnect of the existing Madison Heights storm sewers and rerouting of two combined sewer interceptor; Contract #2, construction of a new Ten Mile Road interceptor in Hazel Park; and Contract #4, construction of a new inlet weir just east of Interstate Freeway 75 (I-75) and south of the City's Department of Public Service Building. The project was constructed on property owned by the GWKDD and the City. The GWKDD holds a permanent easement over the City property. Contracts #1 and #2 were initiated in the fall of 2000 and were completed in 2002.

The GWKDD approved Contract #4 on August 14, 2001 at a cost of $79.5 million or $6.1 million under engineering estimates. Contract #4 includes the following additions:

1. Lowering and extending the existing inlet weir to eliminate the RTF bypass gates west of I-75.
2. Adding 30 million gallons of storage.
3. A new 2,000 foot intermediate weir to the existing RTF.
4. A new 100 cubic foot per second dewatering pump station and inlet to the combined sewer interceptor connection.
5. New disinfecting system utilizing diffusers and high-energy mixers.
6. Sodium hydrochloride feed and storage.
7. Self-cleaning fine screens with sluice conveyance to the outlet sewer.
8. Automatic full-coverage nozzle flushing system to convey screened solids to the proposed dewatering pumping station.
9. Extending a rerouted combined sewer outlet line to the proposed dewatering pump station and storage facility.
10. Electrical and instrumentation rehabilitation of the existing dewatering pump station.
11. A chemical odor control system.

**Operations and Maintenance Agreement**

In February 2005, the City had a major breakthrough in efforts to secure a favorable modification to the Operation and Maintenance (O & M) Apportionment for the GWK Drain. The settlement is providing the City $3.4 million over the next five years in reduced charges and cash and an additional $449,000 in savings annually from that point forward. The City Manager headed up the effort to have the GWK Drain Board revise the existing O & M Apportionments to reflect the implementation of the new parallel storm sewers and the rerouting of the City's storm water directly to the Red Run Drain. Key provisions of the agreement include:

1. A new O & M Apportionment adopted by the Drain District Board, which will save the City $449,000 per year effective July 1, 2005.

2. The Drain District will credit the communities as a whole $1 million a year for the next five years and the credits will be spread in relationship to the current apportionments (calculating the credits based on the old apportionment which benefits Madison Heights since the old rate will be dropped from 10.286% to 6.5409% with the adoption of the new apportionment). In addition, the Drain Commissioner reserves the right to charge the communities up to $500,000 per year for five years based on the new O & M Apportionments to fund a capital replacement and repair reserve. Drain Commissioner McCulloch indicated that it may not be necessary to impose this new charge if he determines the $18 million reserve is adequate. The net impact of the new credit and the new charge will result in a net credit on Madison Heights' bill of an additional $70,000 over five years or $350,000.

3. The Drain District by agreement would agree to pay Madison Heights $850,000 to maintain the new green open space being created west from John R to the new screen building. The staff has been working on the concept of consolidating all of Madison Heights' soccer fields in one complex at this location to include 9 soccer fields, a 230 space parking lot, a support building (including concessions, restrooms, storage and a small meeting room/office), a playground and a picnic shelter. The Drain District has agreed to fund all improvements except the playground (funded by Oakland County Parks and Recreation).

4. The City would be responsible for any future treatment of storm water that it contributes to the new parallel storm sewers to the extent of what is currently required under federal and state law. Madison Heights would also be apportioned 94.5% of the estimated $20,000 annual cost for the O & M Apportionment for the parallel storm sewers.

In regards to the O & M Apportionment savings ($449,000 per year) and the net credit ($70,000 per year), these monies will benefit the Water and Sewer Fund. Some portion of the funds from the Soccer Field Agreement ($850,000) will need to be used to maintain the new park over the term of the Agreement. As you add up the numbers, this is the largest financial settlement in the City's history and even though the funds generated will have some restrictions, the benefits to Madison Heights are considerable.

**TABLE IX**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**PUBLIC SAFETY**
**(IN THOUSANDS)**

**APPROPRIATIONS:**

| PUBLIC SAFETY | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL APPROP. |
|---|---|---|---|---|---|---|---|---|
| POLICE | | | | | | | | |
| Geographic Information System 9-1-1- Mapping | $ 28 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 |
| CLEMIS Mobile Data Computers | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 |
| Police, Court Civic Park Dumpster Enclosure | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 |
| Patrol Car Video System Upgrade | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 |
| 2002 Animal Control Van #119 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 40 |
| Replace Police Station Roof | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 110 |
| Remove & Replace Fuel Dispenser Island | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 |
| Emergency 9-1-1 Telephone Upgrade | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 |
| FIRE | | | | | | | | |
| Three 12 Lead Monitor Defibrillators | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1997 Duty Officer's Truck #702 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1991 Hazmat Trailer #740 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1989 Pumper Quality #720 | 481 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1999 Ambulance Rescue #711 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 |
| City Bldgs. Fire Detection & Supression Systems | 100 | 0 | 100 | 75 | 115 | 75 | 0 | 365 |
| Fire Dispatch Station Alerting System | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 28 |
| 2002 Ambulance Rescue #710 | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 227 |
| Emergency Operations Center Improvements | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 60 |
| DISTRICT COURT | | | | | | | | |
| District Court Elevator Cylinder Replacement | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 |
| District Court Loading Ramp Renovations | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 25 |
| Replace North Section of Roof | 0 | 0 | 0 | 110 | 0 | 0 | 0 | 110 |
| TOTALS | $ 680 | $ 318 | $ 153 | $ 215 | $ 592 | $ 185 | $ 100 | $ 1,245 |

**REVENUES:**

| PUBLIC SAFETY | GENERAL FUND | LOCAL/ MAJOR STREETS | CDBG | SPECIAL ASSESS | ALS/ VEHICLE MILLAGE | WATER & SEWER | DRUG FORFEITURE | FIRE BOND ISSUE | TOTAL REVENUES |
|---|---|---|---|---|---|---|---|---|---|
| POLICE | | | | | | | | | |
| Police, Court Civic Park Dumpster Enclosure | $ 30 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 30 |
| Patrol Car Video System Upgrade | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 |
| 2002 Animal Control Van #119 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Replace Police Station Roof | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| Remove & Replace Fuel Dispenser Island | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Emergency 9-1-1 Telephone Upgrade | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 |
| FIRE | | | | | | | | | |
| City Bldgs. Fire Detection & Supression Systems | 365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| Fire Dispatch Station Alerting System | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 28 |
| 2002 Ambulance Rescue #710 | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 0 | 227 |
| Emergency Operations Center Improvements | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 60 |
| DISTRICT COURT | | | | | | | | | |
| District Court Loading Ramp Renovations | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Replace North Section of Roof | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| TOTALS | $ 760 | $ 0 | $ 0 | $ 0 | $ 227 | $ 0 | $ 200 | $ 58 | $ 1,245 |

# PUBLIC SAFETY

## Communication System

The current public safety communication system consists of a base station located in the Police Department (operating at 155 MHz), a secondary base station located at the Department of Public Services (used by the Auxiliary Services Section), 42 mobile units and 50 portable units. Installed in 1989 with the building of the new police facility, the base station was modified in 1995 to accommodate combined Police and Fire Dispatch. In addition, in 1995, the Federal Communications Commission (FCC) adopted new rules that reduce the frequency separation on Land Mobile UHF and UHF Radio Systems from 25 Megahertz (MHz) to 12.5 MHz. The FCC will further reduce frequency separation to 6.25 MHz sometime in the future.

In November 1999, the Oakland County Board of Commissioners approved a charge of 57 cents per month per telephone line to financially support the new 800 MHz County-wide system.

In October 2000, the City approved a service agreement to provide for the use of 28 two-way mobile cellular phones. The cost of these telephones is offset by land lease revenue from the monopole installed north of the Police Station. The monopole has helped address historical intermittent "dead spot" problems.

As part of the 2001–02 Goal Plan, the staff was directed to coordinate with Oakland County and support their implementation of the new 800 MHz system, including the installation of the new monopole and purchase of local radio equipment to eliminate radio transmission and reception problems.

As of December 2000, the City Council approved the $10,000 purchase of replacement radios as an interim measure to upgrade reception. In May 2001, the Police Department entered into a working agreement with Royal Oak Police Department and added two antennas to Royal Oak's repeater system. Subsequent testing of the system showed 100 percent portable radio coverage throughout the City. The Police and Fire Departments have been working with Oakland County in an effort to make Madison Heights part of a new County-wide 800 MHz Radio System. When implemented this system would eliminate any remaining reception problems, allow seamless communication with other system participants and provide sufficient frequencies to prevent "bleed over" resulting from the FCC reframing existing VHF and UHF frequencies.

In early 2006, Oakland County informed the Police Department that additional necessary items including encryption technology, shoulder microphones and extra batteries at a cost of $38,000 would not be provided by Oakland County. The cost of those items would be the sole responsibility of each agency. An analysis of the Madison Heights Police Department's equipment revealed the need for encryption on all mobile, portable and base stations, shoulder microphones for portable radios and extra batteries to allow transition between the three shifts. Three existing radio-phone lines with monthly costs of $425 would be eliminated after switching to the 800 MHz system. This telephone line removal would result in an annual savings of $5,100.

The County has been pursuing radio tower sites and has now completed construction of other radio towers. The new 800 MHz system has been rescheduled to become operational in summer 2008.

**TABLE X**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**TEN YEAR V-2 VEHICLE MILLAGE PURCHASES PLUS FUTURE PURCHASES UNDER $40,000**
**(IN THOUSANDS)**

| YEAR | VEHICLE | VEHICLE NUMBER | LAST SCHEDULED REPLACE. | REPLACEMENT COST POLICE/FIRE | DPS | OTHER | MILLAGE FUNDS |
|---|---|---|---|---|---|---|---|
| 2007-08 | Ambulance Rescue Truck | 711 | 1999 | $ 208 | $ 0 | 0 | $ 208 |
| | Fire Chief Vehicle | 700 | 2000 | 31 | 0 | 0 | 31 |
| | Senior/Handicap Transportation Cart | 282 | 1993 | 0 | 12 | 0 | 12 |
| | Riding Mower | 373 | 2000 | 0 | 6 | 0 | 6 |
| | 3/4 Ton Pick-up | 475 | 1996 | 0 | 29 | 0 | 29 |
| | Streets Pick Up V Box | -- | -- | 0 | 6 | 0 | 6 |
| | Streets Six Deicing Tanks | -- | -- | 0 | 18 | 0 | 18 |
| | Parks Sweeper | 364 | 1983 | 0 | 20 | 0 | 20 |
| | Code Enforcement Vehicle | 492 | 1999 | 0 | 0 | 16 | 16 |
| | | | | | | | |
| 2008-09 | Code Enforcement Vehicle | 496 | 1999 | 0 | 0 | 16 | 16 |
| | Parks Pick-up W/Plow | 484 | 1998 | 0 | 23 | 0 | 23 |
| | Senior Van | 469 | 1998 | 0 | 25 | 0 | 25 |
| | Senior Van | 480 | 1996 | 0 | 25 | 0 | 25 |
| | | | | | | | |
| 2009-10 | Concrete Drop Hammer | 280 | 1989 | 0 | 69 | 0 | 69 |
| | One Ton Dump Truck | 431 | 2004 | 0 | 43 | 0 | 43 |
| | To Be Determined | -- | -- | 0 | 0 | 0 | 112 |
| | | | | | | | |
| 2010-11 | Ambulance Rescue Truck ($72,000 funded 2008-09) | 710 | 2002 | 227 | 0 | 0 | 227 |
| | To Be Determined | -- | -- | 0 | 0 | 0 | 86 |
| | | | | | | | |
| 2011-12 | To Be Determined | -- | -- | 0 | 0 | 0 | 120 |
| | | | | | | | |
| 2012-13 | Building Maint. Van | 435 | 2003 | 0 | 61 | 0 | 61 |
| | To Be Determined | -- | -- | 0 | 0 | 0 | 136 |
| | | | | | | | |
| 2013-14 | Platform Truck | 429 | 2003 | 0 | 150 | 0 | 150 |
| | Ambulance Rescue Truck | 712 | 2005 | 267 | 0 | 0 | 267 |
| | To Be Determined | -- | -- | 0 | 0 | 0 | 171 |
| | | | | | | | |
| 2014-15 | Tandem Dump Truck | 418 | 2003 | 0 | 151 | 0 | 151 |
| | To Be Determined | -- | -- | 0 | 0 | 0 | 160 |
| | | | | | | | |
| 2015-16 | Tandem Dump Truck | 415 | 2003 | 0 | 82 | 0 | 82 |
| | Tandem Dump Truck | 419 | 2003 | 0 | 157 | 0 | 157 |
| | To Be Determined | -- | -- | 0 | 0 | 0 | 153 |
| | | | | | | | |
| 2016-17 | Backhoe | 407 | 2003 | 0 | 108 | 0 | 108 |
| | Tandem Dump Truck | 422 | 2003 | 0 | 164 | 0 | 164 |
| | Single Axle Dump | 425 | 2003 | 0 | 133 | 0 | 133 |
| | Ambulance Rescue Truck | 711 | 2007 | 302 | 0 | 0 | 302 |
| | To Be Determined | -- | -- | 0 | 0 | 0 | 61 |
| | | | | | | | |
| | TOTALS | | | $ 1,035 | $ 1,282 | $ 32 | $ 3,348 |

## Vehicle Replacement Millage

On August 8, 2006, the voters in Madison Heights approved ballot Proposals "R-2" and "V-2". Proposal "V-2" will provide the City with a one-quarter mill property tax levy for a ten year duration to support the replacement of City vehicles. A list of scheduled vehicle replacements over $40,000 has been outlined in the Table on the facing page. Due to the difficulty in forecasting millages on cars and small trucks a variable amount for these purchases has been programmed.

The Assessor's Office has estimated that Proposal "V-2" will generate $3.4 million in revenue to support the ten-year program presented in the Capital Improvement Plan. The elements of this millage program were outlined to the residents as part of the public information campaign through the City newsletter in June 2006.

As part of the original Proposal "V-1" program, the City replaced $4.1 million worth of costly, outdated and expensive fire rescues, pumpers and ladder trucks and other critical vehicles. This program allowed funding for 119 vehicle replacements over the last 10 years. In light of the stagnating local economy and in an effort to provide tax relief, the City cut the initial Proposal "V-1" millage in half. The one-quarter mill "V-2" proposal will fund a reduced number (under 60) vehicles, as compared to 203 scheduled replacements of City vehicles planned over the next 10 years. As part of the millage funded program, the City will replace three ambulances/rescue vehicles and a number of the snow plow dump trucks.

## Law Enforcement

- Field Reporting System

Historically, Police Officers were responsible for taking written reports in the field, having them completed by the end of the shift, and turning them into their supervisors for review. Recently, the department has implemented new software packages that can give officers the ability to create reports in the field on mobile computer terminals or laptops running in a Windows based software environment. The reports are transmitted to supervisors for online review and upon the supervisor's approval are uploaded to holding files on the computer operating system and subsequently merged into the law enforcement records database.

There are numerous benefits to this system, some of which are: officers in the field have a report entry tool that is easy to use; speeding up report completion; and provide increased report accuracy since reports are completed while information is still fresh in the officer's mind. Another advantage of this system is that officers use time normally spent writing reports doing actual report entry thereby freeing up some of the Police Clerk's time and enabling them to be used in other areas or in new tasks.

The Police Chief reported that as of December 2000, fifteen vehicles were equipped with the new Mobile Data Computer (MDC) replacing the Mobile Data Terminals (MDT) that were over ten years old. Three new laptop computers are used for undercover operations. These laptops function as the MDC in a covert package. Currently, the MDCs serve the same functions as the older MDTs, allowing officers to check records from the State's Law Enforcement Information Network (LEIN) and Secretary of State (SOS) and communicating with the dispatch and "car to car". The implementation of the first Field Base Reporting System was completed in 2004.

The old terminals and software could not communicate with the mainframe computer, but instead interface with Oakland County's Court Law Enforcement Management Information System known as CLEMIS. The new software can maintain interfacing with CLEMIS if needed. Accordingly, future operating budgets will not require the necessity to increase personnel to support inefficient manual systems and make costly repairs to obsolete equipment.

Oakland County used a Federal Justice Department Grant to fund the purchase of the MDC. The grant is programmed to fund the eighteen MDCs at a cost of $8,000 each for a total of $144,000. The federal grant requires the communities show that the MDC has allowed the Department to reallocate manpower to the field from the station. The CLEMIS system assures Madison Heights that this requirement can be met. In 2005, a data conversion was completed to transfer more than twelve years of New World Systems data into the CLEMIS System.

In 2007, the Department completed a conversion to the CLEMIS supported records management system for a Field Based Incident Reporting System. In 2008, the Police Department will replace existing MDCs at a cost of $75,000. The newer in-car mobile computers will provide more processor speed to keep pace with improvements to CLEMIS-supported systems like field reporting, driver's license records and fingerprint records.

- Patrol Car Video System

As part of the 2008-09 Goal Plan, the City Council adopted a proposal to: "Investigate, determine specifications, bid procure and install upgraded in-car police digital recorders aimed at improving quality of recorded images, storage, retrieval and duplications capabilities."

The existing patrol car video system is a VHS tape system that has reached the end of its functional life span. Purchased in 2001, the existing VHS tape system is prone to mechanical breakdowns forcing supervisors to shuffle cars that have working systems. The new systems use DVD or hard drive capture systems to improve the quality of recorded images and provide improved systems for storage, retrieval and copying. Plans include outfitting 15 patrol vehicles with in-car digital recorders at a projected cost of $6,500 per unit or $97,500.

The Michigan Municipal Risk Management Authority has provided Risk Avoidance Program (RAP) grants for these types of equipment purchases in the past. The department would actively pursue those grants to reduce the costs for this purchase if this project again qualifies for this grant and the funding is available.

Due to higher departmental priorities and funding constraints, the Police Chief has recommended delaying this purchase until FY 2010-11

- Emergency 911 Telephone System

The existing Positron E-911 telephone sytem is over ten years old and is at the end of its projected longevity. Parts and support are becoming an issue and AT&T has indicated that departments should be making plans for replacement of outdated equipment. Oakland County CLEMIS has begun research into the replacement costs for E-911 equipment for the Public Safety Answering Points (PSAP) in Oakland County. Unfortunately for these PSAPs, CLEMIS has maintained that all PSAP equipment costs are the responsibility of each individual PSAP. CLEMIS is working on a proposal for a new Internet Protocol (IP) based E-911 system with a central server at CLEMIS maintaining each PSAPs equipment through the County's fiber network (OAKNET) to reduce some costs associated with maintenance and upgrades. CLEMIS expects to begin their portion of this project in the next few year.

In June 2007, the City of Madison Heights submitted a proposal in response to the RFP for a consolidated dispatch model as a component of the Fire Regionalization Study. In that proposal, the costs for the replacement of the E-911 equipment was built into the costs proposed for the consolidated dispatch. On October 17, 2007, the subcommittee for consolidated dispatch chose the proposal from the Oakland County Sheriffs Department over the Madison Heights proposal based on costs. While this decision appears to eliminate Madison Heights from further consideration for a four-City consolidated dispatch, it is far from reaching a consensus on consolidated dispatch because of the lingering issue of prisoner monitoring in all four police stations that are affected by consolidation. Therefore, Madison Heights must move forward and plan for new E-911 equipment.

**Fire Protection and Emergency Response**

- 12 Lead Monitor Defibrillators

The Fire Department through 2006 operated with 3-lead monitor/defibrillators on each of its three ALS ambulances. The 3-lead monitor filters out background interference in order to make them easier to read while moving (i.e. traveling down the road). These filters make diagnosing the signs of an Acute Myocardial Infarction (AMI) difficult. The 12-lead monitor/defibrillator can see multiple views of the heart and additional views can be obtained, if needed. The identification of these AMIs for emergency medical service personnel would not be as definitive without the use of 12-lead ECG monitor/defibrillators. With the ability to identify an AMI, a patient can be immediately transported to a hospital with full capabilities of heart catheterization and reperfusion. The Department's three monitor/defibrillators were purchased from Medtronic/Physio-Control and were capable of being upgraded to 12-lead ECG.

All Fire Department paramedics were trained in 12-lead ECG recognition. After the training, the monitor/defibrillators were changed over to 12-lead capabilities by the manufacturer. With this completed, the Department next received approval from our base hospital (St. John Macomb Oakland) to begin using the 12-lead ECG capabilities. The move to the 12-lead ECG will provide more information resulting in some heart patients being diverted to Royal Oak Beaumont Hosptial, which has the capability to treat the patients in their cath lab.

The total cost to upgrade all three of the department's monitor/defibrillators was $25,350 and includes three days of training, 12-lead cables and the technology upgrade. The paramedics training and changes to 12-lead monitor/defibrillators were completed in January 2007.

- Fire Dispatch Alerting System

As part of the 2008-09 Goal Plan, the City Council adopted a proposal to: "To support current efforts for fire service resource sharing with other communities in Southeast Oakland County, analyze, design, bid, procure and implement an upgraded internet based dispatch alerting system to facilitate structure fires automatic mutual aid runs and other response efforts."

The Fire Department is currently alerted to an incoming incident by a "plectron" system that operates via radio. The current system has become dated and during a recent breakdown it was discovered that parts are becoming harder to obtain. It required nearly a week to repair the system to full function.

There are now "alerting" systems available that are computer internet protocol based and that will allow great flexibility in set up and application. Alerts may be transmitted from dispatch to the fire stations through fiber optic cables that are already in place. Under the new system, there would be redundant wireless backup to the fiber optic cables. The dispatch component could be configured to operate from an alternate location, for instance, the police reserve station.

With the onset of Automatic Aid for structure fires and the discussion of regionalization of the fire service continuing, such a system becomes more important. A computer internet protocol based alerting system ($28,000) could allow any of our prospective mutual aid partners to be dispatched through the same system. The system could also allow for apparatus tracking as to who was in quarters and who was deployed. The Fire Chiefs of Ferndale, Hazel Park and Royal Oak have indicated their willingness to consider a collective approach to this system. In fact, the Royal Oak Fire Chief has stated that the lack of a "common alerting system" is major impediment for their participation in Automatic Aid or regionalization.

- Outdoor Warning Siren Replacement

As part of the 2008-09 Goal Plan, the City Council adopted a proposal: "Working with Oakland County Emergency Response and Preparedness, replace and relocate the current outdoor warning siren serving the middle one-third of our community with a new unit with appropriate backup power supply and long-term maintenance provided by the County."

The City of Madison Heights owns an outdoor warning siren that is located on the roof of the South Oakland County Resource Recovery Authority (SOCRRA) building. This is the only siren in Oakland County that is not County owned. The siren is one of three in the City that is used to warn residents of tornados. In the summer of 2007, a failure of the siren during the monthly test was reported to Oakland County Emergency Response and Preparedness (ERP) and to the Madison Heights Fire Department. A maintenance technician inspected the siren and reported that the most likely cause of the failure was that the power to the unit was shutoff from the SOCRRA building. Oakland County no longer uses this model, which has been replaced with an updated unit that has a backup battery power supply and a two-way radio that transmits a signal to the County showing the operating status of the unit. Our siren has been out of production since about 1990 and replacement parts are very difficult to locate. Additionally, with the closing of the SOCRRA site, access for maintenance has become problematic.

Oakland County has a program whereby Madison Heights would purchase the updated siren and the County would install it. The cost of a new siren is approximately $21,000 and the County would pay 25% of that cost. The County would retain ownership of the siren and assume the responsibility for the maintenance of the unit. The siren will be located near the east side of the Senior Citizen Center property.

- City Building Fire Detector and Suppression Systems

After a devastating fire at the Department of Public Services building in the spring of 2003, it became apparent that the City should consider upgrading the fire alarm systems in the City's principal buildings. At that time, all City principal buildings, with the exception of the two fire stations, had fire alarm systems; however, the systems at City Hall, Police Department and District Court were out of service. New systems were installed and upgraded in all City buildings during the summer of 2005.

In addition to a functioning alarm system, it would be wise to consider fire sprinkler systems.

A sprinkler system can hold in check or extinguish a fire in its early stages, avoiding a loss as experienced at the Department of Public Services. Currently, the Police Department, the Department of Public Service, Headquarters Fire Station and the Library are the buildings with a fire sprinkler system. The buildings without sprinklers are Fire Station Two, the Senior Citizen Center, City Hall and District Court.

The FY 2008-09 budget includes $100,000 to fund the necessary watermain extension and sprinkler system for the Senior Citizen Center.

**Police and Fire Operations**

- Emergency Operations Center Improvements

The Emergency Operations Plan for the City of Madison Heights calls for a communication center/ municipal command center located at the Police Department auditorium to coordinate activities during a community crisis. Appropriate elected officials and department heads would report to this location to gather information, allocate and coordinate resources, prepare public information releases, communicate with Oakland County Emergency Management personnel and prepare for a "Declaration of a Local State of Emergency."

During a recent emergency preparedness drill, several shortfalls were discovered within this command and communication center, which will seriously impair the ability of the City to manage emergency responders and communication during a community emergency. One goal is to provide computers with internet access available; several telephones and telephone lines; GIS mapping capabilities; radio communication capabilities to police, fire and DPS staff; sufficient power outlets for the necessary computers, printers, etc.; and, cable television to monitor outside events. In addition, the Police Reserve Station located within the DPS building on Ajax Drive is designated as the backup communication/command center, and it too should have similar capabilities. The projected cost of these improvements is $60,000.

Also, staff will obtain additional training for key personnel in Emergency Management and Incident Command. Many of the classes are available for free from the State of Michigan. As an additional benefit, this facility could also be used for a command and control center for local events such as the Memorial Day Parade, the fireworks and concerts in the park.

- Geographic Information System

As part of the 1999-2000 Goal Plan, the City adopted a goal to "Implement a City-wide Geographic Information System (GIS)" to improve decision-making in all departments.

In 2000, the City of Madison Heights hired two GIS professionals and one part-time assistant to implement the GIS. As part of the 2006-07 goal process, the CDD Technician and the GIS Information Systems Specialist was combined into a GIS/CDD Technician position.

The GIS Division of the Community Development Department completes mapping and data analysis projects routinely for business, public and City departmental uses. The existing infrastructure utilities datasets are underway and nearly completed. The Department's Global Positioning System (GPS) has aided with the construction of the utilities datasets and is utilized on a daily basis to accurately map utilities and other physical features throughout the City. As part of the 2007-08 goal setting process, the GIS staff proposed to assist the Police Department during critical accidents. The GIS staff would use the department's GPS to aid in evidence collection.

The Arc-IMS Intranet/Internet site has been available for use for three years. The project delivers maps, GPS data, permits, assessing and tax information to City employees, residents, businesses and the real estate/development community via the Intra and Internet. The permit, assessing, tax and water bill components are completed and available on the Internet.

As part of the 2006-07 Goal Plan, the GIS Division proposed an ambitious 9-1-1 mapping program, which replaced the existing 1980s system. The project was started in November 2005 and included the installation of laptops using the new GIS/MS Access software programs in responding Fire Department vehicles. The project was completed in fall 2006. This project leveraged MS Access coding experience gained in the Asset Management program, and will include GIS data developed by the City of Madison Heights, Oakland County GIS and Southeast Michigan Council of Governments (SEMCOG). An additional benefit to the City is that this updated program will provide locational data for Department runs outside the City with upcoming enhancements.

**District Court**

- City Hall, District Court and Police Station Roof Replacement

In December 2007, the City's consultant completed the annual review of building roof systems. The consultant has recommended that City Hall ($210,000), District Court north section ($110,000) and Police Station's ($110,000) roofs be replaced in the next three years.

The FY 2008-09 Budget includes $25,000 to repair and renovate the Court building's loading dock.

MADISON HEIGHTS

MH

CITY OF PROGRESS

**TABLE XI**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**GENERAL GOVERNMENT & ECONOMIC DEVELOPMENT**
**(IN THOUSANDS)**

**APPROPRIATIONS:**

| GENERAL GOVERNMENT & ECONOMIC DEV. | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2011-12 | TOTAL APPROP. |
|---|---|---|---|---|---|---|---|---|
| CIVIC CENTER/CITY WIDE | | | | | | | | |
| City Hall Upgrade Electric Circuits | $ 0 | $ 25 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 |
| City Hall Roof Replacement | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 210 |
| City Hall Exterior Panel Replacement | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 |
| City Hall North Entrance Canopy | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 75 |
| | | | | | | | | |
| INFORMATION TECHNOLOGY | | | | | | | | |
| Upgrade Network Firewall & Security | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| City Hall Computer Cabling | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 60 |
| | | | | | | | | |
| ECONOMIC DEVELOPMENT | | | | | | | | |
| Alley Improvements | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 |
| Property Acquisition | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 |
| TOTALS | $ 58 | $ 25 | $ 420 | $ 30 | $ 75 | $ 0 | $ 0 | $ 525 |

**REVENUES:**

| GENERAL GOVERNMENT & ECONOMIC DEV. | GENERAL FUND | LOCAL/ MAJOR STREETS | CDBG | SPECIAL ASSESS. | ROAD IMPROVE ACCOUNT | WATER & SEWER | DOWNTOWN DEV. AUTHORITY | OTHER REVENUES | TOTAL REVENUES |
|---|---|---|---|---|---|---|---|---|---|
| CIVIC CENTER/CITY WIDE | | | | | | | | | |
| City Hall Roof Replacement | $ 210 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 210 |
| City Hall Exterior Panel Replacement | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| City Hall North Entrance Canopy | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| | | | | | | | | | |
| INFORMATION TECHNOLOGY | | | | | | | | | |
| City Hall Computer Cabling | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| | | | | | | | | | |
| ECONOMIC DEVELOPMENT | | | | | | | | | |
| Alley Improvements | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 |
| Property Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 50 |
| TOTALS | $ 375 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 150 | $ 0 | $ 525 |

## GENERAL GOVERNMENT AND ECONOMIC DEVELOPMENT

Projects planned under this chapter are broken down into three categories: Civic Center/City-wide, Information Technology and Economic Development.

### Civic Center/Citywide Projects

- City Hall Electrical Circuits Upgrade

In the fall 2005, an electrical malfunction in the lower level utility room brought to light the increasing demands being placed on the system. The DPS has budgeted $25,000 in electrical work to accommodate additions to lighting, computers and media room. These circuits will be tied to the emergency generator, representing Phase II of a project started in fall 2005.

- City Hall

In December 2007, the City's consultant completed the annual review of City buildings' roof systems. The consultant has recommended that City Hall ($210,000), District Court north section ($110,000) and Police Station ($110,000) roofs be replaced in the next three years.

- City Hall Exterior Panel Replacement

The existing City Hall building panels are warped and no longer flush with the exterior allowing for wind and rain to infiltrate. The DPS has proposed that the 44 year old decorative stone panels between the windows be removed and replaced at a cost of $30,000.

- Upgrade North City Hall Entrance

Mayor Swanson indicates that he feels a canopy at the north entrance of City Hall should be constructed to protect City Hall patrons from the elements as they climb the stairs and enter the building. The Mayor has suggested that some type of canvas enclosure could be mounted on the westerly end so this canopy could provide further protection during winter months. Additionally, given the lack of on-site maintenance personnel, the canopy would help prevent the accumulation of snow and ice on the steps when City Hall is open, and minimizing any liability. The DPS has estimated a project budget of $75,000.

### Information Technology

- Upgrade Network Firewall and Security

Over the last two years, the Management Information Systems (MIS) Administrator implemented an upgrade of computer security features at a cost of $58,000, which includes:

1. Firewall Replacement ($31,000) – In 2005, the City was informed that the support of their existing firewall would cease in 2006. A firewall is a vital piece of hardware that prevents hacking and protects the security of the City's network and systems. The firewall solution selected is produced by Juniper Networks. The project included replacing the old firewall, programming the new firewall the same as the old firewall, upgrading it to a gigabit connection to connect to the City and County, Internet content filtering and reporting, as well as decreasing our reliance on outside vendors. The new firewall and remote access was needed to fully implement the Council's request for a credit card payment transaction program.
2. Remote Access ($10,000) – The Secure Access project replaced the existing workaround solution that staff implemented to allow the City Engineer and the City's principal software support firm to have access to our network from remote locations. The new solution works in conjunction with our existing Windows' security.

Residents are provided real time access to our billing systems (which allows credit card payments), key vendors now are able to securely login to our networks (when needed) and select City employees will have outside access to our network.

3. Replace Tape Backup Unit ($6,000) – The City purchased a tape backup system in 2002, which has served us well, allowing for automated backups that eliminated daily overtime. The tapes that were used for this system were past their life cycle and need to be replaced. One of the tape drives worked intermittently. It would have cost $3,000 to replace the tapes and a total of $6,200 to replace the tapes and tape unit. Rather than spending $3,000 to repair the old system or $6,200 to replace older technology, staff instead purchased additional disk drives and place them at two different locations. This proposed solution is more cost effective and has eliminated the need of staff to drive our existing backups to other buildings and thereby increase productivity.
4. Replacement of Active Director Servers ($4,000) – The Active Directory servers were purchased in 2001 and were due to be replaced. By purchasing servers, all employees can now benefit from increased server performance, as well as giving the City two servers that could be used for better computer system disaster recoverability.
5. Replacement of Information Technology Computers ($4,000) – The replacement of the MIS Administrator and Information Technology Specialist's computers have been delayed because of the recent financial situation. In order to better support their users, these computers were replaced and the existing computers were rotated to another department. This replacement will directly increase the productivity of four employees.
6. City Hall Switch Upgrade ($3,000) – The upgrading of the City Hall switch now allows for sixteen fiber ports that is being used to connect at gigabit speed to our existing servers and switches. This purchase also allows for some small future growth including upgrading the connection to the Library and the DPS.

- City Hall Computer Cabling

A budget of $60,000 is projected to rewire the computer cable within City Hall. The Information Technology Department is proposing installing new standard for data cable Gigabit-speed Ethernet. The cost for this project includes removal of the old cable and installation of new cable. Operating in conjunction with our other upgraded network infrastructure, this cable project will support transmitting data at ten times the current speed (fast Ethernet).

## Economic Development

In June 1997, the Madison Heights City Council adopted Ordinance 948 that created the Madison Heights Downtown Development Authority (DDA), pursuant to Act 197 of Public Acts of 1975 of the State of Michigan. A thirteen member DDA Board was appointed to represent the City's south commercial district business interests. The City Council also designated the boundaries (see following map) of the downtown district within which the Authority may legally operate. This DDA District boundary was amended in the spring of 1998 to include seven additional lots at the northwest and southeast corners of John R and Eleven Mile Roads.

Since its formation, the DDA has scheduled and conducted regular public meetings to establish the procedures under which it operates, to discuss Business District issues, priorities and objectives to be addressed, to consider initial program strategies and approaches to downtown development, and to review ongoing and planned public and private development projects within the Business District.

The DDA concentrates its efforts to correct and prevent stagnation and/or deterioration within the existing business district, to eliminate blighting influences, and to undertake projects which will encourage businesses to locate and remain, and people to shop in the District. The DDA focuses on the identification and implementation of public improvements to enhance the areas that are needed to strengthen the quality of the District. Attention to maintenance, property upkeep, code enforcement and regular reinvestment in public features is essential. In addition, the DDA develops programs to solicit commitment and investment from business owners to make improvements on private property that serve the public purpose of enhancing the District.

In March 1998, the Tax Increment Financing and Development Plan was adopted by City Council to establish the legal basis and procedure for the capture and expenditure of tax increment revenues in accordance with Public Act 197 of 1975 as amended, for the purpose of stimulating and encouraging private investment in the south commercial district through the provision of public improvements

In the fall of 1998, the DDA retained the services of a professional planning consultant to design the proposed intersection improvements at the center of the DDA District (John R and Eleven Mile Roads). The DDA selected a clock tower and related brick planters and walls to serve as the initial project and focal point for the District.

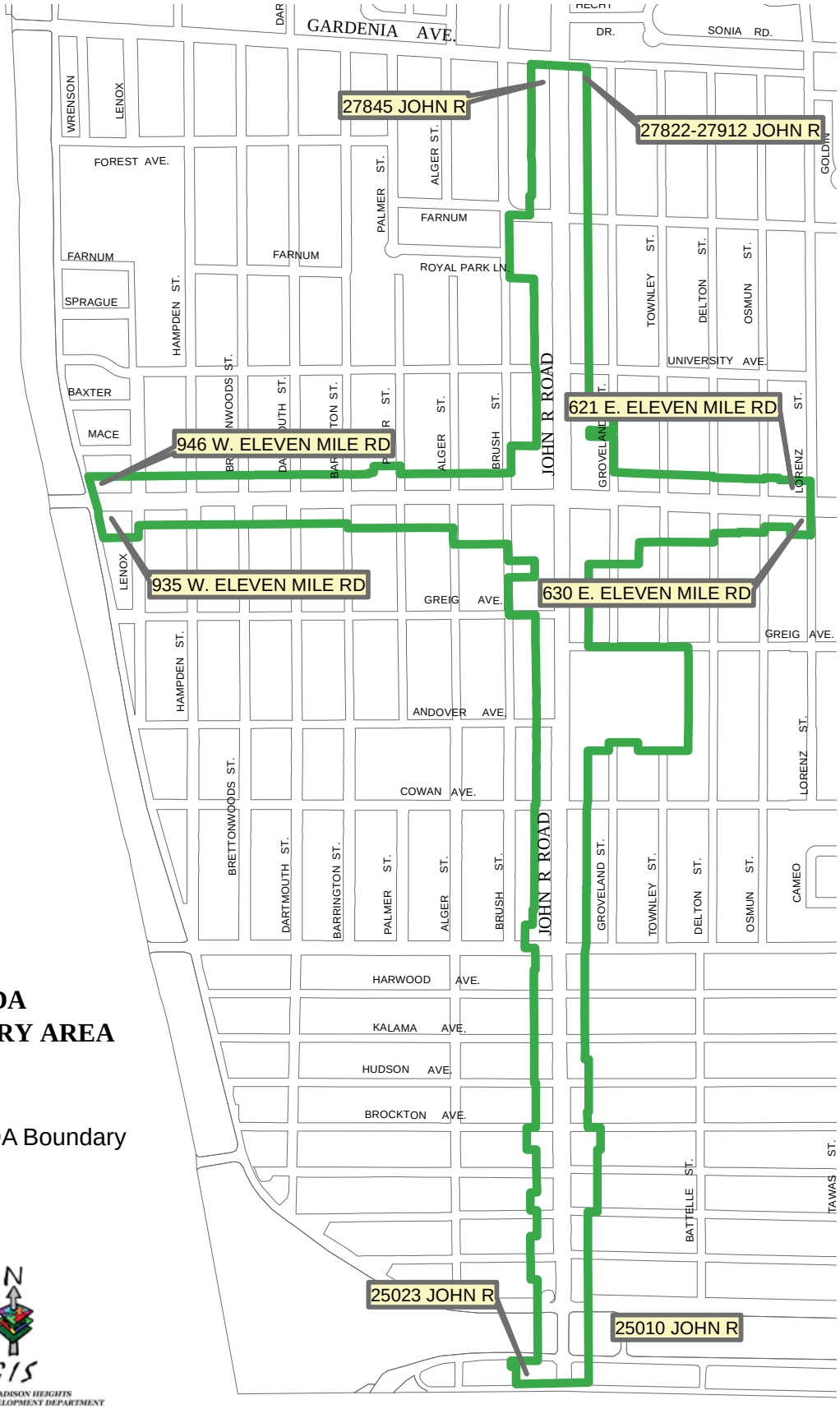
In February 1999, the City Council authorized an advance of funds not to exceed $156,000 to support the clock tower and related intersection improvements. The DDA agreed to re-transfer the funds on an annual basis starting in March 2000 from funds generated through tax increment revenues to repay this advance. The clock tower project was completed in spring 2000. The clock tower loan was repaid to the City in full in 2005.

Table XII outlines the 20 Year project plan. Details on these expenditures can be found in the Tax Increment Financing and Development Plan.

As part of the 2001-02 Goal Plan, the City Council approved a project to "Investigate and establish, if justified, a Brownfield Redevelopment Authority in an effort to provide economic development incentives for environmental encumbered properties." In November 2001, the City Council adopted the Ordinance to establish the Authority and appointed the Downtown Development Authority to serve as the governing Board.

As part of the FY 2002-03 Budget, an Economic Development and Redevelopment Program was established within the Community Development Department. This program supports the Downtown Development Authority and the Brownfield Redevelopment Authority and provides assistance to the Planning Commission and the City Council regarding economic development projects. The program is also responsible for developing strategies and initiating projects, assembling plans and directing programs to improve the economic base of the community to help create employment opportunities, reducing commercial and industrial vacancies and improving/maintaining a viable mix of businesses. A network of communications, outreach in cooperation with area real estate brokers and development firms, property owners, business owners, civic, community and business groups to coordinate and enhance business relationships, recruitment and retention efforts have been developed.

The Economic Development Coordinator position and related expenses are funded 60% by the General Fund ($56,000) and 40% by the Downtown Development Authority ($37,000).




**DDA BOUNDARY AREA**

DDA Boundary

**TABLE XII**
**FY 1998-2019 TWENTY YEAR EXPENDITURE PLAN**
**DOWNTOWN DEVELOPMENT AUTHORITY**

| | FY 1998-99 | FY 1999-2000 | FY 2000-01 | FY 2001-02 | FY 2002-03 | FY 2003-04 |
|---|---|---|---|---|---|---|
| Intersection Design & Improvements | $ 37,388 | $ 119,576 | $ 0 | $ 0 | $ 0 | $ 0 |
| Right of Way Maintenance | 17,483 | 13,980 | 10,300 | 16,000 | 16,000 | 16,000 |
| Clock Tower Maintenance | 0 | 0 | 0 | 0 | 0 | 0 |
| Supplies/Audit/Legal Fees | 45 | 1,963 | 1,000 | 2,000 | 2,700 | 3,950 |
| Intersection Loan Repayment | 0 | 10,000 | 12,500 | 22,000 | 20,000 | 20,000 |
| | | | | | | |
| Clock Tower - Electric | 0 | 0 | 0 | 5,000 | 500 | 750 |
| Blight Clearance Programs | 0 | 0 | 0 | 20,000 | 5,792 | 11,536 |
| Economic Development Coordinator | 0 | 0 | 0 | 0 | 36,877 | 28,082 |
| Code Enforcement Officer | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| Streetscape Improvements | 0 | 0 | 0 | 0 | 0 | 23,004 |
| Facade Improvement Program | 0 | 0 | 0 | 0 | 0 | 0 |
| Property Acquisitions | 0 | 0 | 0 | 0 | 0 | 0 |
| Address Signs | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| Market/Land Use Analysis | 0 | 0 | 0 | 0 | 0 | 0 |
| Infrastructure/Environmental Improvements | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking Analysis/Improvements | 0 | 0 | 0 | 0 | 0 | 0 |
| On-Going Business Recruitment and Special/Special Events | 0 | 0 | 0 | 0 | 0 | 1,500 |
| Downtown Plan | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Projects Consistent With Objective of Plan | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | $ 54,916 | $ 145,519 | $ 23,800 | $ 65,000 | $ 81,869 | $ 104,822 |

| | FY 2004-05 | FY 2005-06 | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 |
|---|---|---|---|---|---|---|
| Intersection Design & Improvements | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 |
| Right of Way Maintenance | 18,000 | 20,000 | 41,100 | 27,000 | 27,000 | 27,000 |
| Clock Tower Maintenance | 2,741 | 3,000 | 3,100 | 3,100 | 10,000 | 3,400 |
| Supplies/Audit/Legal Fees | 4,280 | 4,580 | 7,125 | 5,300 | 5,000 | 4,750 |
| Intersection Loan Repayment | 66,196 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| Clock Tower - Electric | 1,000 | 3,600 | 3,600 | 3,000 | 1,500 | 3,100 |
| Blight Clearance Programs - Sign Grant | 0 | 50,000 | 33,005 | 20,000 | 20,000 | 15,000 |
| Economic Development Coordinator | 32,000 | 31,780 | 39,006 | 37,300 | 40,000 | 44,700 |
| Code Enforcement Officer | 0 | 0 | 18,668 | 19,300 | 20,000 | 20,400 |
| | | | | | | |
| Streetscape Improvements | 11,000 | 0 | 20,000 | 95,000 | 0 | 0 |
| Facade Improvement Program | 0 | 0 | 0 | 0 | 20,000 | 0 |
| Property Acquisitions | 0 | 0 | 0 | 0 | 50,000 | 50,000 |
| Address Signs | 0 | 0 | 0 | 20,000 | 10,000 | 0 |
| | | | | | | 0 |
| Market/Land Use Analysis | 0 | 0 | 0 | 0 | 0 | 0 |
| Infrastructure/Environmental Improvements | 0 | 50,400 | 0 | 0 | 100,000 | 99,650 |
| Parking Analysis/Improvements | 0 | 0 | 0 | 0 | 0 | 20,000 |
| On-Going Business Recruitment and Marketing/Special Events | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 |
| Downtown Plan | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Projects Consistent With Objective of Plan | 0 | 0 | 20,000 | 0 | 1,000 | 0 |
| TOTAL | $ 137,217 | $ 165,360 | $ 187,604 | $ 232,000 | $ 306,500 | $ 290,000 |

**TABLE XII**
**FY 1998-2019 TWENTY YEAR EXPENDITURE PLAN**
**DOWNTOWN DEVELOPMENT AUTHORITY**

| | FY 2010-11 | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 | FY 2015-16 |
|---|---|---|---|---|---|---|
| Intersection Design & Improvements | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 |
| Right of Way Maintenance | 28,000 | 29,000 | 30,000 | 31,000 | 32,000 | 33,000 |
| Clock Tower Maintenance | 3,500 | 3,600 | 3,700 | 3,800 | 3,900 | 4,000 |
| Supplies/Audit/Legal Fees | 4,750 | 5,250 | 5,250 | 5,250 | 5,250 | 5,250 |
| Intersection Loan Repayment | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| Clock Tower - Electric | 3,700 | 3,700 | 3,700 | 3,700 | 3,700 | 3,700 |
| Blight Clearance Programs | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Economic Development Coordinator | 47,000 | 49,400 | 51,900 | 54,500 | 57,300 | 60,200 |
| Code Enforcement Officer | 21,000 | 21,700 | 22,300 | 23,000 | 23,700 | 24,400 |
| | | | | | | |
| Streetscape Improvements | 1,000 | 1,000 | 0 | 0 | 10,000 | 8,000 |
| Facade Improvement Program | 8,000 | 9,000 | 9,000 | 9,000 | 9,000 | 10,000 |
| Property Acquisitions | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Address Signs | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| Market/Land Use Analysis | 0 | 0 | 0 | 0 | 0 | 0 |
| Infrastructure/Environmental Improvements | 32,400 | 30,100 | 28,200 | 25,100 | 22,700 | 20,400 |
| Parking Analysis/Improvements | 0 | 0 | 0 | 0 | 0 | 0 |
| On-Going Business Recruitment and Special/Special Events | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 |
| Downtown Plan | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Projects Consistent With Objective of Plan | 73,650 | 75,250 | 78,950 | 82,650 | 75,450 | 79,050 |
| TOTAL | $ 295,000 | $ 300,000 | $ 305,000 | $ 310,000 | $ 315,000 | $ 320,000 |

| | FY 2016-17 | FY 2017-18 | | | | TOTAL |
|---|---|---|---|---|---|---|
| Intersection Design & Improvements | $ 0 | $ 0 | | | | $ 156,964 |
| Right of Way Maintenance | 34,000 | 35,000 | | | | 501,863 |
| Clock Tower Maintenance | 4,100 | 4,200 | | | | 56,141 |
| Supplies/Audit/Legal Fees | 5,750 | 5,750 | | | | 85,193 |
| Intersection Loan Repayment | 0 | 0 | | | | 150,696 |
| | | | | | | |
| Clock Tower - Electric | 3,800 | 3,800 | | | | 51,850 |
| Blight Clearance Programs | 20,000 | 20,000 | | | | 335,333 |
| Economic Development Coordinator | 63,300 | 66,500 | | | | 739,845 |
| Code Enforcement Officer | 25,000 | 25,900 | | | | 265,368 |
| | | | | | | |
| Streetscape Improvements | 0 | 0 | | | | 169,004 |
| Facade Improvement Program | 10,000 | 10,000 | | | | 94,000 |
| Property Acquisitions | 50,000 | 50,000 | | | | 500,000 |
| Address Signs | 0 | 0 | | | | 30,000 |
| | | | | | | |
| Market/Land Use Analysis | 0 | 0 | | | | 0 |
| Infrastructure/Environmental Improvements | 17,800 | 12,900 | | | | 439,650 |
| Parking Analysis/Improvements | 0 | 0 | | | | 20,000 |
| On-Going Business Recruitment and Special/Special Events | 3,000 | 3,000 | | | | 31,500 |
| Downtown Plan | 0 | 0 | | | | 0 |
| Other Projects Consistent With Objective of Plan | 88,250 | 92,950 | | | | 667,200 |
| TOTAL | $ 325,000 | $ 330,000 | | | | $ 4,294,607 |

- Business Retention Program

The Department's Economic Development Division fulfilled a City Council Goal to establish a comprehensive economic development program. One of the most important responsibilities of the Economic Development Division is retaining the current businesses in our community. To better serve the needs of the office, commercial and industrial businesses in the City, a Business Retention Program was developed and is fully operational. Site visits and follow-up activities are conducted in cooperation with the Madison Heights/Hazel Park Chamber of Commerce, Oakland County Planning and Economic Development, and the Michigan Economic Development Corporation (MEDC). In addition, Ombudsman Services are provided to those businesses with questions, concerns and issues on the local, county, or state level to further promote communication and cooperation within the City.

2007 Accomplishments:

- 91 business retention site visits.
- 37 current businesses provided assistance through the "Business Ombudsman Program".
- New Business Welcome Program - In cooperation with the Madison Heights/ Hazel Park Chamber of Commerce, 62 new Madison Heights businesses and/or business owners visited.

- Business Attraction and Marketing Program

In order to increase and improve the City's development readiness capabilities, a Business Attraction and Marketing Program was established. These efforts include distribution of the City's "Available Commercial and Industrial Property Report" to encourage development of underutilized sites; marketing and networking at conferences, meetings and special events; distribution of the "Business Brochure" and "Food and Fun Guide" to further market the City; development of a potential and targeted business list; and increased communication efforts to market and promote the City and increase awareness of development opportunities.

2007 Accomplishments:

- City marketing brochure ("Business Brochure") distributed to potential businesses, developers, and real estate agents at various shopping center and development events.
- 19 marketing letters/information sent to potential businesses / developers / agents encouraging them to consider development projects in the City of Madison Heights.
- Quarterly Available Commercial and Industrial Property Report distributed via e-mail, the Internet and paper copy to approximately 200 individuals, real estate, business and development interests each quarter.
- "City of Madison Heights Food and Fun Guide" continues to be an excellent City marketing tool. This comprehensive listing of restaurants, bars, entertainment venues, parks, hotels, and banks in the City was designed to help businesses, employees, customers and residents find great places to eat, shop, stay and have fun in our community. More than 500 guides were distributed in 2007.

- Coordination with Other Economic Development Programs

Increased coordination with economic development colleagues throughout the state is crucial to the success of the City's economic development efforts. Coordination has been significantly increased with the MH/HP Chamber of Commerce, Oakland County Planning and Economic Development, neighboring communities, Michigan Economic Development Corporation (MEDC), Michigan Economic Developers Association (MEDA) and Michigan Downtown Association (MDA).

2007 Accomplishments:

- Continue to serve as City Liaison to MH/HP Chamber of Commerce.
- Participated in 11 MH/HP Chamber of Commerce special events.
- Attended 9 Oakland County economic development meetings and events.
- Coordinated 6 Business Retention/Expansion visits with MEDC and 2 with Oakland County
- Attended 9 economic development meetings and workshops throughout the state to increase City's presence in the development field.

- City of Madison Heights Southend Downtown Development Authority

In 1997, the Madison Heights City Council created the Southend Downtown Development Authority (DDA). The DDA's mission is to correct and prevent stagnation and deterioration within the commercial business district. The DDA develops programs and works with business and property owners to make improvements on public and private property that will enhance the district.

2007 Accomplishments:

- DDA Identification and Marketing Program

The DDA's goals include enhancing the streetscape areas as well as developing an image that will encourage additional retail and commercial activity. In 2003, staff created and began distributing a quarterly newsletter "Heights Herald" to increase communication with DDA businesses and property owners, and to market the district to potential developers and businesses. Another of the DDA's identification efforts in this regard was the DDA Pilot Streetscape Banner Program, completed in 2004. A DDA Signage Committee was created in 2006, and improved wayfinding signage was approved and installed in 2006. The DDA also continues to host business events for business owners, property owners, and other interested parties in order to facilitate communication, provide information regarding recent and future developments in the City, and explore topics of interest and need for our business owners.

- DDA newsletter "Heights Herald" distributed to 600 businesses and property owners quarterly.
- Two DDA business events held in 2007 for DDA business and property owners.
- DDA began development of addressing program.
- DDA Blight Clearance Program

This ongoing program seeks to encourage property and business owners to remove dilapidated and nonconforming signs, improve building and property signage, upgrade or demolish blighted buildings, and make capital improvements to properties.

- Six properties improved in 2007.
- Three properties currently under renovation.

- DDA Right of Way Maintenance Program

This seasonal lawn care and maintenance program, begun in 1998, assists property and business owners in maintaining the rights of way (ROW) in front of their properties. A lawn care company performs regular lawn maintenance and weed removal in the rights-of-way (between the sidewalk and the street) throughout the district. In 2007, the DDA continued implementing a trash pick up and trash receptacle program, providing for weekly trash pick up and the placement of trash cans at various locations in the DDA.

- Approximately 185 business properties received ROW lawn care and maintenance services through the DDA ROW Maintenance Program.
- Continued Trash Receptacle and Trash Pick up Program.

- DDA Sign Grant Program

In 2001, the DDA established a Sign Grant Program to encourage businesses to replace non-conforming signage and upgrade existing signs. This program initially provided 50% of the cost to design, construct and install a new sign, or 100% of the cost to remove a non-conforming or dilapidated sign, up to $1,000. Only current DDA businesses that meet the criteria are eligible for this program. In 2006, the DDA Board revised this successful program, and an increased grant opportunity was introduced to businesses in early 2006.

- One business received a sign grant funds for new signage.
- One additional business applied for a sign grant.
- Sign Grant Program revisions in 2006 increased in potential grant amounts up to $10,000.

- Brownfield Redevelopment Authority (BRA)

The City of Madison Heights Brownfield Redevelopment Authority (BRA) provides developers with the opportunity of tax incentives and grant and loan programs to remediate those properties that are environmentally contaminated.

<u>2007 Accomplishments:</u>

- "Brownfield Redevelopment Packet" distributed to 2 potential developers.
- Contact with several potential Brownfield developers to encourage project opportunities.
- Two Brownfield Project applications were approved in 2007.

**TABLE XIII**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**LEISURE & HUMAN SERVICES**
**(IN THOUSANDS)**

**APPROPRIATIONS:**

| LEISURE & HUMAN SERVICES | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL APPROP. |
|---|---|---|---|---|---|---|---|---|
| SINGLE PARK PROJECTS | | | | | | | | |
| Kuhn Drain -Soccer Complex | $ 945 | $ 945 | $ 200 | $ 0 | $ 0 | $ 0 | $ 0 | $ 200 |
| Civic Center Park-Remodel Park Shelter Building | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huffman Park-Replace Playground Equipment | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| Friendship Woods Path Overlay | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| Civic Center Park- Repave Parking Lot (Phase 2&3) | 0 | 56 | 63 | 0 | 0 | 0 | 0 | 63 |
| Rosie's Park-Resurface & Expand Farnum Parking Lot | 0 | 74 | 57 | 0 | 0 | 0 | 0 | 57 |
| | | | | | | | | |
| Youth Recreation Project | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 40 |
| Greenleaf Park-Resurface, Restripe Drainage Parking Lot | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 95 |
| Rosie's Park - New Pavilion | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 45 |
| Twelve Sherry Park-Replace 12 Mile Road Fence | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 |
| | | | | | | | | |
| Huffman Park-add Pavilion | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 45 |
| Rosie's Park-New Pavilion & Decorative Plaza | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 |
| | | | | | | | | |
| Twelve Sherry Park-Replace Swings & Soft-Fall Surface | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 30 |
| Civic Center Park-Install Playscape & Soft-Fall Surface | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 |
| Edison Park-Remove Fencing Along Forest Street | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 |
| Kuhn Drain -Develop Dog Park | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 40 |
| Rosie's Park-Irrigate Soccer Field | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 |
| | | | | | | | | |
| MULTIPLE PARK PROJECTS | | | | | | | | |
| Bike Path | 0 | 0 | 250 | 250 | 250 | 250 | 236 | 1,236 |
| Landscape Enhancements | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 30 |
| Friendship/Madison Woods & Rosie's-Land Acquisition | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 200 |
| | | | | | | | | |
| SENIORS | | | | | | | | |
| Senior Center Renovate Front Restrooms | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| City Hall South and Senior Center Front Handicap Accessible Doors | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| Senior Center Upgrade Electric Circuits | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| LIBRARY | | | | | | | | |
| Library Renovation | 695 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Library Roof Replacement | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | $ 1,857 | $ 1,229 | $ 720 | $ 400 | $ 470 | $ 350 | $ 336 | $ 2,276 |

**REVENUES:**

| LEISURE & HUMAN SERVICES | GENERAL FUND | LOCAL/ MAJOR STREETS | LIBRARY FUND | SPECIAL ASSESS. | WATER & SEWER | OAKLAND COUNTY PARKS | TOTAL REVENUES |
|---|---|---|---|---|---|---|---|
| SINGLE PARK PROJECTS | | | | | | | |
| Kuhn Drain -Soccer Complex | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 200 | $ 200 |
| Civic Center Park- Repave Parking Lot (Phase 2&3) | 63 | 0 | 0 | 0 | 0 | 0 | 63 |
| Rosie's Park-Resurface & Expand Farnum Parking Lot | 57 | 0 | 0 | 0 | 0 | 0 | 57 |
| | | | | | | | |
| Youth Recreation Project | 30 | 0 | 0 | 10 | 0 | 0 | 40 |
| Greenleaf Park-Resurface, Restripe Drainage Parking Lot | 0 | 0 | 0 | 95 | 0 | 0 | 95 |
| Rosie's Park - New Pavilion | 45 | 0 | 0 | 0 | 0 | 0 | 45 |
| Twelve Sherry Park-Replace 12 Mile Road Fence | 5 | 0 | 0 | 5 | 0 | 0 | 10 |
| | | | | | | | |
| Huffman Park-add Pavilion | 45 | 0 | 0 | 0 | 0 | 0 | 45 |
| Rosie's Park-New Pavilion & Decorative Plaza | 50 | 0 | 0 | 0 | 0 | 0 | 50 |
| Twelve Sherry Park-Replace Swings & Soft-Fall Surface | 25 | 0 | 0 | 5 | 0 | 0 | 30 |
| Civic Center Park-Install Playscape & Soft-Fall Surface | 50 | 0 | 0 | 50 | 0 | 0 | 100 |
| Edison Park-Remove Fencing Along Forest Street | 20 | 0 | 0 | 0 | 0 | 0 | 20 |
| Kuhn Drain -Develop Dog Park | 0 | 0 | 0 | 0 | 0 | 40 | 40 |
| Rosie's Park-Irrigate Soccer Field | 7.5 | 0 | 0 | 7.5 | 0 | 0 | 15 |
| | | | | | | | |
| MULTIPLE PARK PROJECTS | | | | | | | |
| Bike Path | 618 | 0 | 0 | 618 | 0 | 0 | 1,236 |
| Landscape Enhancements | 30 | 0 | 0 | 0 | 0 | 0 | 30 |
| Friendship/Madison Woods & Rosie's-Land Acquisition | 100 | 0 | 0 | 100 | 0 | 0 | 200 |
| TOTALS | $ 1,146 | $ 0 | $ 0 | $ 891 | $ 0 | $ 240 | $ 2,276 |

## LEISURE AND HUMAN SERVICES

The improvements programmed in this Chapter can be divided into three categories: Recreation , Senior Center and Library Service Improvements.

### Recreation Improvements

- Parks and Recreation Master Plan

In order to be eligible for recreation grants from the Michigan Department of Natural Resources (DNR), the City needs to have on file with the DNR an approved Parks and Recreation Master Plan. In the past, the City has been successful in securing hundreds of thousands of dollars in grant funding because of the justification provided by this type of plan.

In 2003, the City retained the services of a recreation planner to work with the Parks and Recreation Commission to create the Master Plan. In November 2005, the Commission completed their work and approved a Master Plan. The City Council held a public hearing and approved the Master Plan in January 2006.

- Department of Public Services - Parks Improvement Priorities

Given the large number of projects, the associated costs and limited amount of funding, the Department of Public Services (DPS) has provided their recommended short list of priority park projects:

FY 2006-07

| | | |
|---|---|---|
| 1. | Kuhn Drain Park Proposal | Soccer complex (9 fields) and playscape with park shelter (concessions; restrooms; storage; meeting room) and parking. |
| | Estimated Cost: | $2,090,000 GWK Drain District |
| | Basis for Action: | Additional soccer facilities are needed in Madison Heights and the area around the GWK Drain can accommodate a soccer complex that is being developed through a joint effort of the GWK Drainage District, Oakland County Parks and Recreation Commission and the City. |
| 2. | Civic Center Park | Remodeled park shelter building |
| | Estimated Cost: | $15,000 |
| | Basis for Action: | To address the aging interior of the building, the DPS working with several contractos, renovated the ceiling, floor, walls and windows. The facility can now be used for a wide variety of recreation programs. |

FY 2007-08

3. Huffman Park — Playground Equipment

Estimated Cost: $80,000

Basis for Action: On December 17, 2007, City Council approved Huffman Park's playscape equipment replacement for spring 2008. The existing playscape is considered not repairable and needs to be replaced with safer and more modern equipment.

4. Rosie's Park — Resurface Hales/Gardenia parking lot

Estimated Cost: $74,000

Basis for Action: On December 17,2007, City Council approved this project. The Rosie's Park parking lot was deteriorating badly and was in immediate need of repaving. The scheduled enlargement of the existing parking lot will help address peak summer demand.

5. Friendship Woods — Overlay of asphalt path

Estimated Cost: $32,000

Basis for Action: On December 17,2007, City Council approved this project. The Parks and Recreation Master Plan does not address the deteriorating trails in Friendship Woods that have already been joint sealed several times. The trails are beyond this type of temporary repair and will be overlaid. The first phase of the overlay will include the 3,150 foot habitat trail.

| | | |
|---|---|---|
| 6. | Civic Center Park | Repave parking lot west of Skate Park (near Agnello Drive) - Phases II and III |
| | Estimated Cost: | $119,000 Local |
| | Basis for Action: | On December 17,2007, City Council approved this project. Repaving of the parking lot is necessary to maintain its functioning and keep it safe. The plan is to reconstruct these parking lots, one at a time, in FY 2007-08 and FY 2008-09. |
| | FY 2008-09 | |
| 7. | Rosie's Park | Install climbing rock and soft-fall surfacing and upgrade Bike Motor Cross (BMX) track - Note: City Council has sent this project back to the Parks and Recreation Advisory Board for review and recommednation. |
| | Estimated Cost: | $40,000 Local |
| | Basis for Action: | A climbing rock will provide another recreation resource for this park, which is frequented by middle school pre-teens at the Little House on Hales and other area youth. Through the public input process, BMX users expressed that they would like a larger, more challenging course to test their skills and keep the track exciting to use. |
| 8. | Greenleaf Park | Resurface, restripe drainage parking lot |
| | Estimated Cost: | $95,000 |

| | | |
|---|---|---|
| | Basis for Action: | Lamphere Public Schools has decided to rehabilitate this aging lot that is shared with Edmonson Elementary School. |
| 9. | Rosie's Park | Plan and design 1,800 square foot park pavilion |
| | Estimated Cost: | $45,000 Local |
| | Basis for Action: | There is a high demand for shelters in the City's largest park. Providing a large shelter would enhance the types of programs and events that the City could accommodate, and provide an additional facility for rent. The pavilion should be located on the west side of the park, between the two parking lots. |
| 10. | Bike Trails | Pursue development of a bike trail system |
| | Estimated Cost: | $ 618,000 Local<br>618,000 MDNR Grant or Act 51 |
| | Total | $1,236,000 |
| | Basis for Action: | A high-priority recreational item in Madison Heights is the development of an 8 foot wide bike trail system. In the future, the proposed trails will connect with trails developed by Oakland County and Macomb County. The bike path is proposed to run along the George W. Kuhn Drain and the east side of I-75, as part of the I-75 widening project. A sidewalk, which will be designed to accommodate bike riding, is proposed as part of the City's Sidewalk Program and Gap Repair Plan. This sidewalk is proposed along Stephenson Highway, between 12 Mile and 14 Mile Roads. The plan is to build this project in phases over the next five years. |
| 11. | Landscape Enhancements Phases I and II | Replace trees, plant additional trees and install benches |
| | Estimated Cost: | $30,000 Local |

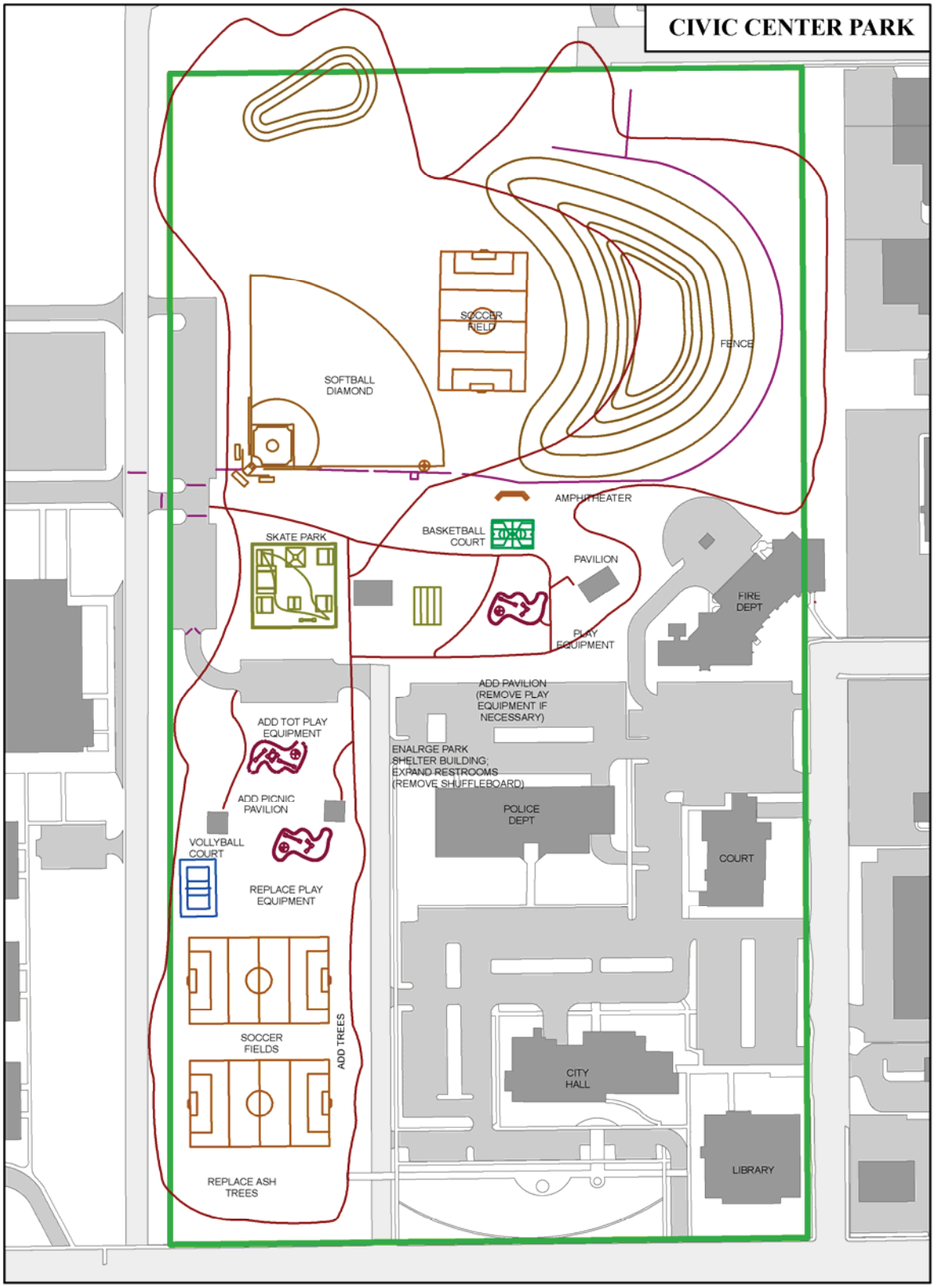
| | | |
|---|---|---|
| | Basis for Action: | Plant trees between the baseball fields in Rosie's Park to replace the poor quality cottonwood trees. Trees should be planted in Friendship Woods, between the driveways and parking lot, to replace those that were necessary to remove. Open areas in Huffman, Ambassador, and Sunset Parks should be enhanced with tree plantings. Benches should be installed along the pathway in Civic Center Park to provide areas for park users to rest. Phase I is programmed for FY 2008-09 and Phase II for FY 2010-11. |
| | FY 2009-10 | |
| 12. | Twelve Mile/Sherry Park | Remove Sherry Street fence, replace Twelve Mile Road fence |
| | Estimated Cost: | $ 5,000 Local<br>5,000 Civic Group Contribution<br>$10,000 |
| | Basis for Action: | Removing the fence at Sherry Street will open up the park and make it much more inviting to park users. The replacement of the Twelve Mile Road fence will update the site and improve the aesthetics of the area while maintaining a barrier for safety between the road and the playground. The City must negotiate a long-term agreement with a local civic organization. |
| 13. | Huffman Park | Add pavilion |
| | Estimated Cost: | $45,000 Local |
| | Basis for Action: | A pavilion will enhance the park by providing an area for people to gather while using the other park facilities such as, the play equipment or the baseball field. |

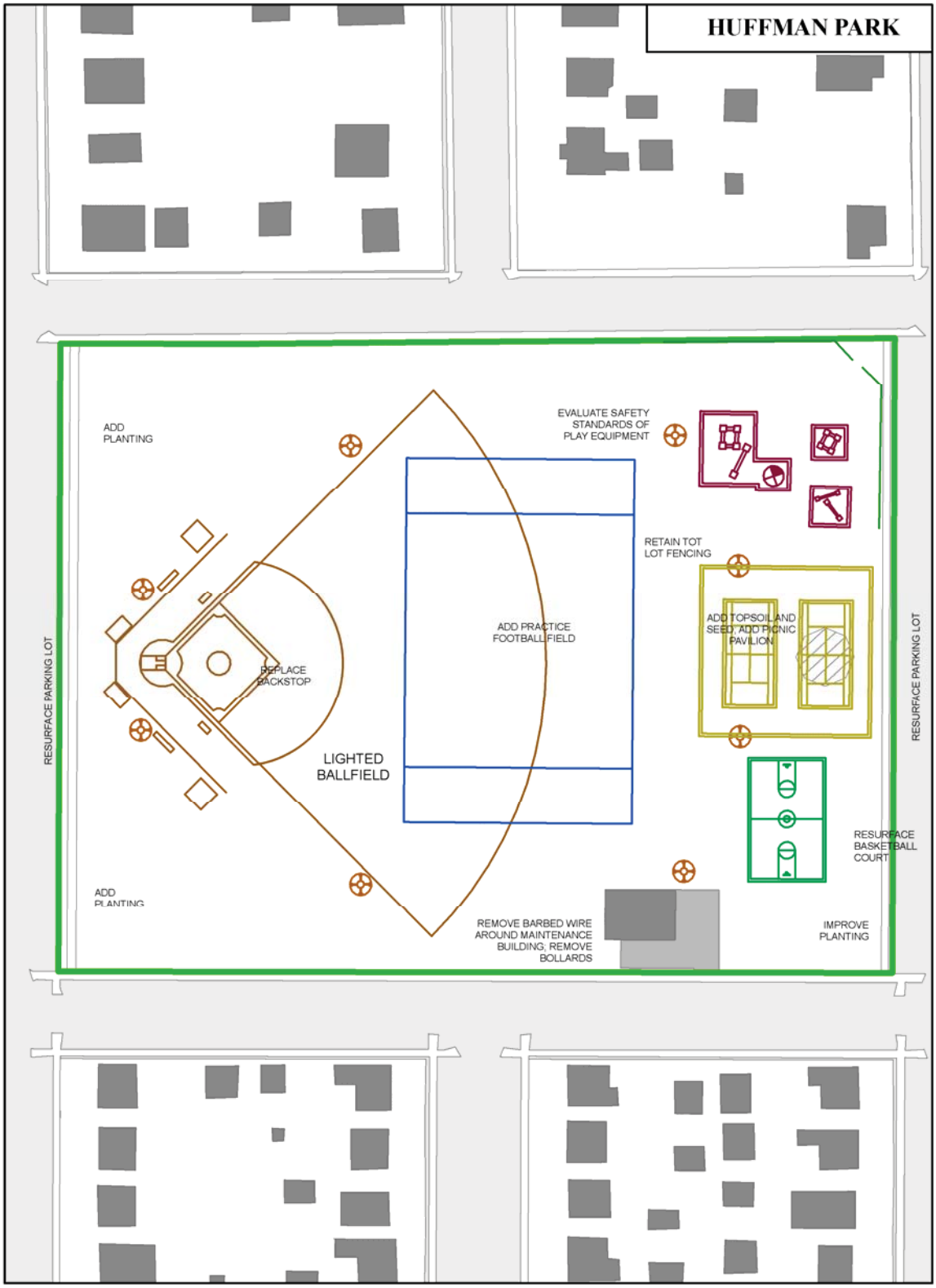
| | | |
|---|---|---|
| 14. | Rosie's Park | New pavilion and decorative plaza to connect to concessions stand |
| | Estimated Cost: | $50,000 Local |
| | Basis for Action: | A pavilion and plaza near the concessions stand will provide an attractive and functional area for people to view baseball games, enjoy the park and improve the existing area. |
| | FY 2010-11 | |
| 15. | Twelve Mile/Sherry Park | Replace swings and install soft-fall surfacing |
| | Estimated Cost: | $30,000 Local |
| | Basis for Action: | The existing swings are old and should be replaced. Soft-fall surfacing will be installed to ensure barrier-free standards are met. |
| 16. | Civic Center Park | Install new swings, playscape and soft-fall surfacing |
| | Estimated Cost: | $ 50,000 Local<br>50,000 MDNR |
| | Total | $100,000 |
| | Basis for Action: | Play equipment should be replaced with up-to-date equipment and include the installation of soft-fall surfacing to meet the updated safety standards. |
| 17. | Edison Park | Remove fencing along Forest Street and gravel parking lot, topsoil and seed area |
| | Estimated Cost: | $20,000 Local |
| | Basis for Action: | The existing fencing creates an unsightly and unnecessary barrier between the park and the adjacent neighborhood. Edison would be better served by converting the parking lot into additional open space. |
| 18. | Kuhn Drain Dog Park | Dog park developed by Oakland County Parks and Recreation Commission and George W. Kuhn Drainage District |

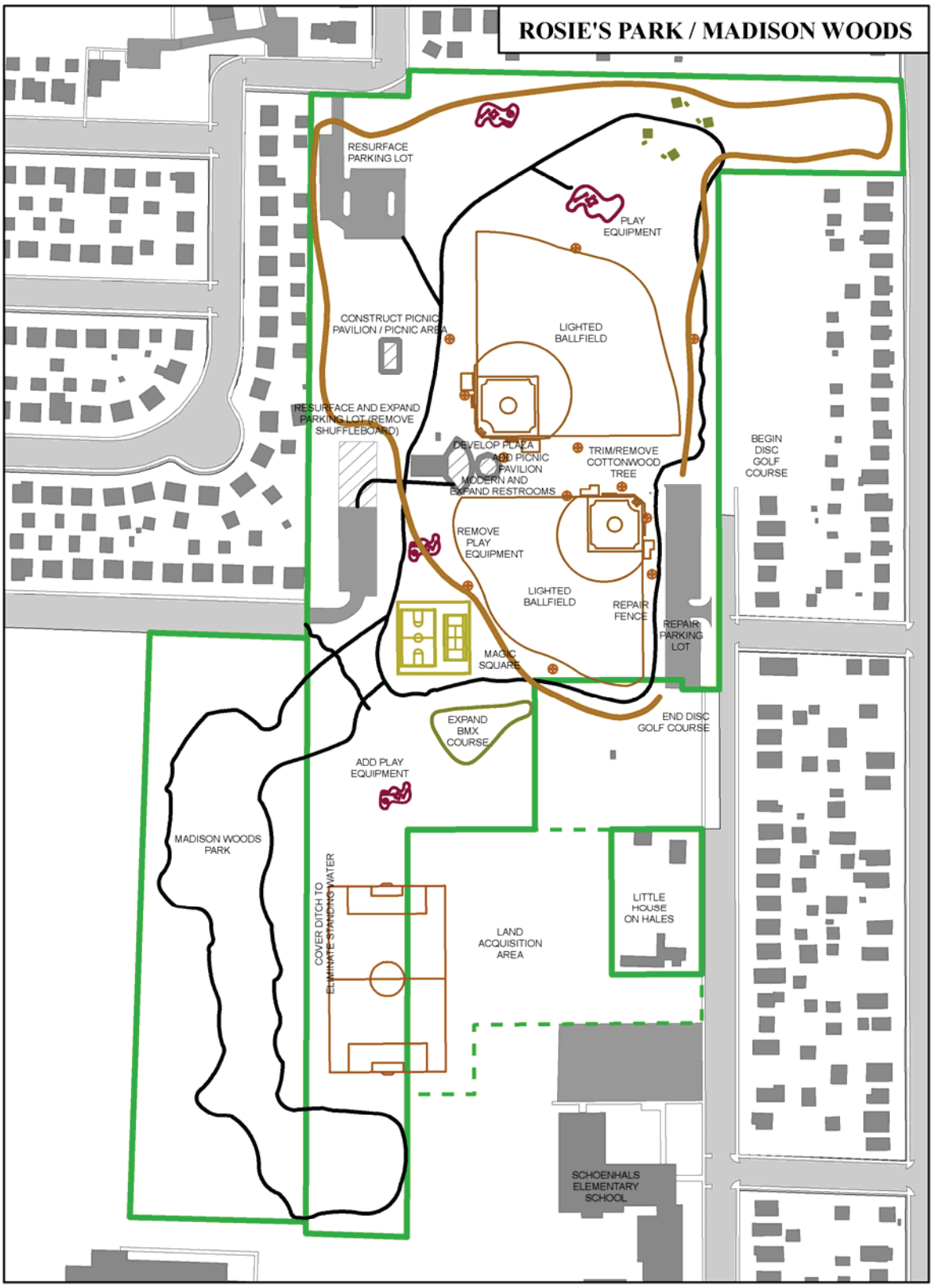
| | | |
|---|---|---|
| | Estimated Cost: | $40,000 Oakland County Parks and Recreation Commission |
| | Basis for Action: | Some City residents have expressed an interest in a dog park and the area around the George W. Kuhn Drain, developed by the Oakland County Parks and Recreation Commission, might be the best location. |
| 19. | Rosie's Park | Irrigate soccer field |
| | Estimated Cost: | $ 7,500 Local<br>7,500 Little Soccer |
| | Total | $15,000 |
| | Basis for Action: | The soccer field should be irrigated in order to ensure it is properly maintained. |
| | FY 2011-12 | |
| 20. | Friendship Woods and Rosie's Park/Madison | Land Acquistion |
| | Estimated Cost: | $100,000 Local<br>100,000 MNRTF |
| | Total | $200,000 |

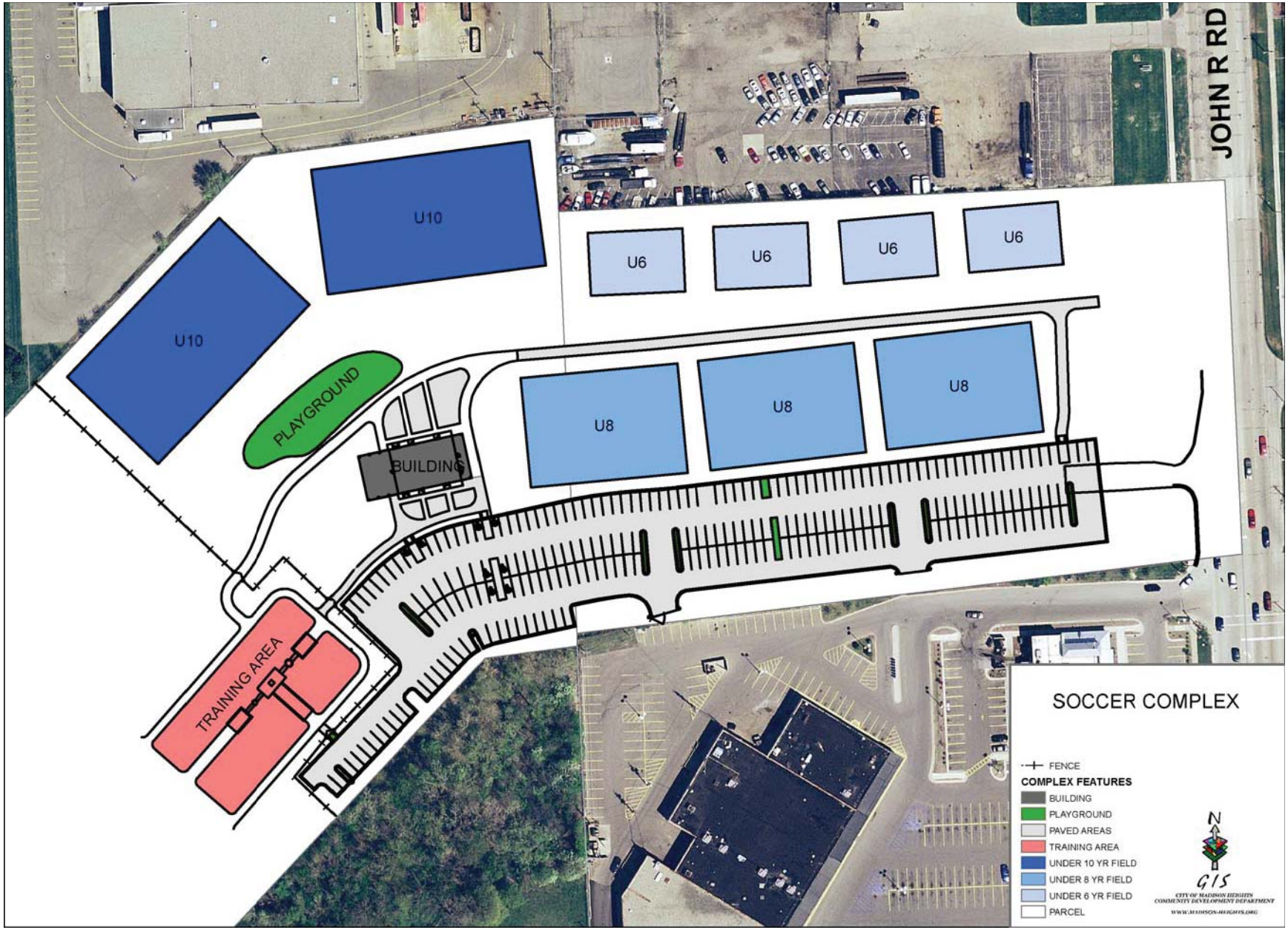
| | | |
|---|---|---|
| | Basis for Action: | In addition to the development of bike trails, acquisition of additional parkland, adjacent to existing parks, is a high priority and long-term project for the City. Given there is less than 2% vacant land within the City, Madison Heights wants to acquire additional parkland when feasible. Two high-priority parks for future expansion of parkland are Friendship Woods and Rosie's Park. The high-priority parcels for Friendship Woods are the southern-most home on Hales and the vacant parcel behind the home on Winthrop. High-priority parcels for Rosie's Park are located along and adjacent to 11 Mile Road. If other land becomes available to the City prior to the parcels adjacent to either Friendship Woods or Rosie's, Madison Heights may seek to acquire those parcels. The City may choose to acquire additional parkland, as it becomes available, whether or not it is adjacent to the above-referenced parks, throughout the lifespan of this plan. |
| 21. | Gravel Park | Begin process towards redeveloping park to a residential use and to earmark revenue to go towards park development. The Planning Commission and City Council have approved a Master Plan Amendment to allow for the project. This project is on hold pending improvement in the real estate market. |
| | Estimated Revenue: | To be Determined |
| | Basis for Action: | Loss of Ash trees in Gravel Park greatly impacts its use, but further redevelopment of the City's park facilities is possible with revenues from its sale. |

The Capital Improvement Plan also includes the replacement of a 1985 special events trailer ($25,000).


CIVIC CENTER PARK
SOFTBALL DIAMOND
SOCCER FIELD
FENCE
AMPHITHEATER
BASKETBALL COURT
PAVILION
SKATE PARK
PLAY EQUIPMENT
FIRE DEPT
ADD PAVILION (REMOVE PLAY EQUIPMENT IF NECESSARY)
ADD TOT PLAY EQUIPMENT
ENALRGE PARK SHELTER BUILDING; EXPAND RESTROOMS (REMOVE SHUFFLEBOARD)
ADD PICNIC PAVILION
POLICE DEPT
VOLLYBALL COURT
COURT
REPLACE PLAY EQUIPMENT
SOCCER FIELDS
ADD TREES
CITY HALL
LIBRARY
REPLACE ASH TREES


HUFFMAN PARK
ADD PLANTING
EVALUATE SAFETY STANDARDS OF PLAY EQUIPMENT
RETAIN TOT LOT FENCING
ADD TOPSOIL AND SEED; ADD PICNIC PAVILION
ADD PRACTICE FOOTBALL FIELD
REPLACE BACKSTOP
LIGHTED BALLFIELD
RESURFACE PARKING LOT
RESURFACE PARKING LOT
RESURFACE BASKETBALL COURT
ADD PLANTING
REMOVE BARBED WIRE AROUND MAINTENANCE BUILDING; REMOVE BOLLARDS
IMPROVE PLANTING


ROSIE'S PARK / MADISON WOODS
RESURFACE PARKING LOT
PLAY EQUIPMENT
CONSTRUCT PICNIC PAVILION / PICNIC AREA
LIGHTED BALLFIELD
RESURFACE AND EXPAND PARKING LOT (REMOVE SHUFFLEBOARD)
DEVELOP PLAZA
ADD PICNIC PAVILION
MODERN AND EXPAND RESTROOMS
TRIM/REMOVE COTTONWOOD TREE
BEGIN DISC GOLF COURSE
REMOVE PLAY EQUIPMENT
LIGHTED BALLFIELD
REPAIR FENCE
REPAIR PARKING LOT
MAGIC SQUARE
END DISC GOLF COURSE
EXPAND BMX COURSE
ADD PLAY EQUIPMENT
MADISON WOODS PARK
COVER DITCH TO ELIMINATE STANDING WATER
LITTLE HOUSE ON HALES
LAND ACQUISITION AREA
SCHOENHALS ELEMENTARY SCHOOL


JOHN R RD
U10
U10
U6
U6
U6
U6
U8
U8
U8
PLAYGROUND
BUILDING
TRAINING AREA
SOCCER COMPLEX
FENCE
COMPLEX FEATURES
BUILDING
PLAYGROUND
PAVED AREAS
TRAINING AREA
UNDER 10 YR FIELD
UNDER 8 YR FIELD
UNDER 6 YR FIELD
PARCEL
N
GIS
CITY OF MADISON HEIGHTS
COMMUNITY DEVELOPMENT DEPARTMENT
WWW.MADISON-HEIGHTS.ORG

## Senior Center Improvements

Two recent Capital Improvement Plan projects included the reconstruction of the front and rear restrooms ($54,000), the upgrade of the electrical system to accommodate a portable emergency generator ($25,000) and installed new handicap accessible door ($17,000) at the Senior Center.

## Library Service Improvements

In February 2000, City Council directed staff to prepare an ordinance to create a Citizen Task Force to review both short and long-term upgrades and improvements to the Library system. City Council had identified the following issues that needed to be addressed: resource availability; perception that the book collection is aged and not comprehensive and that basic research volumes are limited; the concern that the separation between the Adult Reading Room and Youth areas is not adequate; the number of computer stations for Internet access; limitations of the physical plant; long-term maintenance; and review of personnel needs and compensation.

The Library Advisory Board worked with City and Library staff in conjunction with a Library Architect and Interior Designer to complete a conceptual building design. Incorporated into the mission of the Library Advisory Board was the directive to identify and determine the scope of a project to address needs and provide efficient library service to City residents.

Furniture replacement was a critical need, and public seating and tables, along with lounge furniture were ordered and installed during FY 2001-02.

In the FY 2002-03 Budget, a total of an additional $20,000 was programmed for furnishing replacements and an additional $50,500 for building fascia repairs ($49,500 already available in FY 2001-02 Budget) and $35,000 to slurry seal the parking lots north and west of the Library. The additional Library furnishings, building fascia repairs and reference desk projects were placed on hold pending City Council's direction regarding the Library Advisory Board's recommendation to renovate and expand the Main Library.

In May 2002, the Library Advisory Board adopted a motion to recommend Council consideration of Ehresman Associates Library Renovation Option #4. This Option includes improvements to comply with barrier-free accessibility, building codes, and the Federal Americans with Disabilities Act. In addition, Option #4 includes a 15,700 square foot renovation and an 8,950 square foot addition to extend the building approximately 65 feet north of the existing main entrance. The total addition includes a youth library component of 5,100 square feet at $820,000, a basic addition of 1,200 square feet at $250,000 and a new Breckenridge Meeting Center at 2,650 square feet for $425,000. As calculated by the project's architect, the total cost of Option #4 was $3,475,000, inclusive of other project costs totaling 42 percent. By completing the project at one time, it is anticipated that the City would save between $150,000 to $250,000.

Option #4 was recommended following an exhaustive review of all alternatives including shared school usage and that the City pursue financing and that continued outreach efforts be conducted to obtain additional input from the community.

A goal within the 2003-04 Goal Plan calls for supporting the results of the Library Advisory Board's Needs Assessment by evaluating funding alternatives and receiving additional input on planned Library expansion/renovation.

# 2007 Library Improvement Project

In February 2003, the Library Advisory Board reviewed updated financial projections regarding project funding. A decision was made to defer any further recommendations to City Council regarding the project and any public presentation until project funding has been approved.

The Library's technology plans include the introduction of the Library's Public Access Web Page, the introduction of public Internet access, and the expansion of computers by ten, all of which have been completed.

As part of the 2005-06 Goal Plan, the City Council approved the following goal: Structure for City Council's consideration a plan to implement a State of Michigan Public Act 164 Library governed by an appointed Library Board and supported through an independent millage levy, State aid, penal fines, book fines and user fees; where the millage is offset by a reduction in the City's operating millage and the transition is "revenue neutral" to the General Fund.

In spring 2005, staff brought before the Council a recommendation to create a Public Act 164 Library that would be supported by up to a one mill levy. The dedicated millage would have assumed the operation and maintenance cost from the General Fund and allowed for funding for the proposed improvements. A decision was made by the City Council not to pursue the Act 164 Library, instead the Council suggested that the staff research making use of the money that was set aside in prior years for improvements and any additional funding to support a scaled down renovation project.

As part of the 2006-07 Goal Plan, a goal was approved on December 12, 2005: "Working within the context of the Library Advisory Board's long-range Library improvement plan, develop a scaled down project that best utilizes existing funding."

On August 14, 2006, Council approved the bidding of the Library project. The original estimated project included: an Americans with Disabilities Act (ADA)-accessible restroom addition; a realignment of the north entry door, vestibule, and outside walkway; replacement doors and windows; asbestos abatement; reference and public computer furnishings; three group study rooms; electrical system separation (Library/City Hall); signage; Breckenridge Room blinds; a new roof and the optional self-checkout and materials security.

On November 29, 2006, the City received and opened 12 bids for Library renovations. The project architect and staff reviewed the bids and checked references for the four lowest bidders. The lowest bid for construction project Cedroni Associates, Inc., completed the project in June 2007. The costs for this project with alternative are listed below:

| | |
|---|---|
| Base Construction plus Alternatives | $641,095 |
| Engineering/Construction Management | 58,348 |
| Testing, Surveys and Computer Networking | 19,250 |
| Furniture | 25,408 |
| Asbestos Removal | 18,000 |
| Asbestos Consultant | 5,500 |
| Total Base Construction, Alternatives Asbestos with Furniture | $767,601 |

The furniture was separately bid. The asbestos removal was also bid separate from the other building improvements. Five bids were received on December 6, 2006 with the lowest responsible bidder being Environmental Maintenance Engineers, Inc. (EME) for $18,000.

In addition to the general construction costs, asbestos removal and furniture, Council requested prices for the self-check out and security. The Library received prices of $19,200 and $15,800 respectively for these items.

Also, included in the Capital Improvement Plan document are plans to place sprinkler systems in the remaining buildings without fire suppression systems. With the renovations, this was the best time to consider adding this equipment. The addition of a sprinkler system was estimated to cost approximately $100,000 for specifications and contracted installation.

The estimated costs for the project with optional items are listed below:

| Item | Cost |
|---|---|
| Self-Checkout | $ 19,200 |
| Security System | 15,800 |
| Sprinkler System | 100,000 |
| Optional Items | $135,000 |
| Optional Construction Contingency | 64,100 |
| Total Extra Items | $199,100 |

The optional items were funded by the General Fund Designation for Capital Improvements, which stood at $600,000. The construction, alternatives, asbestos and furniture ($767,601) plus optional items ($199,100) totaled $966,701.

The Library closed from mid-December to early July. This schedule allowed construction to be completed in the most safe and efficient manner, especially given asbestos abatement affecting over 11,000 square feet of the building.

**Impact of Capital Improvement Plan on the Operating Budget**

The Capital Improvement Plan impacts the operating budget of the City in many different ways depending on the nature of the capital improvement item. A capital improvement can be a new asset to the City that would increase the need for such things as maintenance, utilities and insurance. A capital improvement can also be expanding or replacing a current asset.

The City of Madison Heights reviews the impact capital improvements will have on the operating budget each year when the Capital Improvement Plan is approved. This plan details the estimated annual operating costs including debt replacement each year for the next five years. These charts are provided in the next few pages.

In order to estimate the impact on the operating budget, staff first considers if the capital improvement is a replacement, new or expanded asset. If the item increases expenditures in the operating budget, staff will identify other sources of funds for maintenance, such as new cost recovery fees, increases in existing rates, private contributions or grants for maintenance.

Much of the capital maintenance program is coordinated by the Department of Public Services (DPS), which oversees or provides routine maintenance for streets, buildings, equipment and public property. The City uses a combination of contract and City workforces to perform basic routine maintenance such as motor pool, mowing and weed control. Staff uses historical costs of similar items to estimate labor and service contract costs to determine the estimated operating expenditures for the next five years.

**TABLE XIV**
**FY 2008-13 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**CAPITAL IMPROVEMENT IMPACTS ON ANNUAL OPERATING COSTS**

| PROJECT DESCRIPTION | CAPITAL OUTLAY TOTAL COST/ FUNDING SOURCE | CAPITAL OUTLAY PROPOSED BUDGET FY 2008-09 | PROPOSED METHOD OF FUNDING | Estimated Annual Operating Costs (Including Debt Repayment) FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | FY 2013-14 |
|---|---|---|---|---|---|---|---|---|
| **Neighborhood Projects** | | | | | | | | |
| Proposal "R-1" Joint & Crack Maintenance | $ 400,000 RM | $ 80,000 | RM | $ 500 | $ 500 | $ 500 | $ 500 | $ 500 |
| Proposal "R-1" Concrete Repair | 300,000 RM | 50,000 | RM | 500 | 500 | 500 | 500 | 500 |
| Proposal "R-2" Sidewalks | 100,000 RM | 20,000 | RM | 500 | 500 | 500 | 500 | 500 |
| **Year 1 Roads** | | | | | | | | |
| Spoon - Huntington North to Campbell (R-2) | 802,000 RM | 802,000 | RM | 500 | 500 | 500 | 500 | 500 |
| Parkdale - Campbell to Mark (R-2) | 400,000 RM | 400,000 | RM | 500 | 500 | 500 | 500 | 500 |
| Millard - Campbell to Edgeworth South to 31601 Millard (R-2) | 624,000 RM | 624,000 | RM | 500 | 500 | 500 | 500 | 500 |
| Barrington/Northeastern - Woodside to Girard (R-2) | 575,000 RM/SAD | 575,000 | RM/SAD | 500 | 500 | 500 | 500 | 500 |
| Girard - I-75 to Palmer (R-2) | 480,000 RM/SAD | 480,000 | RM/SAD | 500 | 500 | 500 | 500 | 500 |
| Spoon Sectional (R-1 | 250,000 RM | 250,000 | RM | 500 | 500 | 500 | 500 | 500 |
| Sherry Sectional (R-1) | 300,000 RM | 300,000 | RM | 500 | 500 | 500 | 500 | 500 |
| **Year 2 Roads -(R-2)** | | | | | | | | |
| Palmer - 13 Mile to Lasalle | 450,000 RM/WS | 83,000 | RM/WS | 500 | 500 | 500 | 500 | 500 |
| Tawas - 12 Mile Road to Mapleknoll and Tawas Court - S | 552,000 RM/WS | 98,000 | RM/WS | 500 | 500 | 500 | 500 | 500 |
| E. Barrett - Tawas to Couzens -S | 539,000 RM/WS | 99,000 | RM/WS | 500 | 500 | 500 | 500 | 500 |
| Lorenz - 11 Mile to Greig | 385,000 RM/WS/SAD | 77,000 | RM/WS/SAD | 500 | 500 | 500 | 500 | 500 |
| Hales - 11 Mile to Northeastern | 316,000 RM/WS/SAD | 58,000 | RM/WS/SAD | 500 | 500 | 500 | 500 | 500 |
| Northeastern - 11 Mile to South End | 646,000 RM/WS/SAD | 123,000 | RM/WS/SAD | 500 | 500 | 500 | 500 | 500 |
| Katherine - Lorenz to Edward | 160,000 RM | 0 | RM | 0 | 500 | 500 | 500 | 500 |

Legend:

| | |
|---|---|
| General Fund | GF |
| Solid Waste Millage | SM |
| Road Millage | RM |
| Vehicle Millage | VM |
| Advanced Life Support Millage | ALSM |
| Community Development Block Gran | CDBG |
| Water and Sewer Fund | WS |
| Special Assessment District | SAD |
| Major Street Fund | MSF |
| Local Street Fund | LSF |
| Grant Funding | Grant |
| Oakland County Road Commission | OCRC |
| Oakland County Drain Commission | OCDC |
| Royal Oak Contribution | ROC |
| Library Fund | LF |
| Fire Bond Issue | FB |
| Downtown Development Authority | DDA |
| Project Programmed Beyond Five Year Plan | * |

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**CAPITAL IMPROVEMENT IMPACTS ON ANNUAL OPERATING COSTS**

| PROJECT DESCRIPTION | CAPITAL OUTLAY TOTAL COST/ FUNDING SOURCE | CAPITAL OUTLAY PROPOSED BUDGET FY 2008-09 | PROPOSED METHOD OF FUNDING | Estimated Annual Operating Costs (Including Debt Repayment) FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | FY 2013-14 |
|---|---|---|---|---|---|---|---|---|
| **Year 3 Roads (R-2)** | | | | | | | | |
| Brockton - Battelle to Tawas | $ 412,000 RM/WS | $ 0 | RM/WS | $ 0 | $ 500 | $ 500 | $ 500 | $ 500 |
| Alden - 11 Mile to South end | 604,000 RM/WS/SAD | 0 | RM/WS/SAD | 0 | 500 | 500 | 500 | 500 |
| Dorchester - Englewood to 31272 Dorchester | 252,000 RM/WS | 0 | RM/WS | 0 | 500 | 500 | 500 | 500 |
| Yorkshire - Westmore to Tanglewood | 274,000 RM | 0 | RM | 0 | 500 | 500 | 500 | 500 |
| Westmore - Winthrop to W. of Yorkshire Inc. 30459 Westmore | 276,000 RM | 0 | RM | 0 | 500 | 500 | 500 | 500 |
| Spicer - Northeastern to South end | 516,000 RM/WS/SAD | 0 | RM/WS/SAD | 0 | 500 | 500 | 500 | 500 |
| Englewood - Campbell to Edgeworth | 532,000 RM/WS | 0 | RM/WS | 0 | 500 | 500 | 500 | 500 |
| Nanton - 11 Mile to South end | 581,000 RM/WS/SAD | 0 | RM/WS/SAD | 0 | 500 | 500 | 500 | 500 |
| **Year 4 Roads (R-2)** | | | | | | | | |
| Gardenia - John R to Lorenz | 756,000 RM/WS | 0 | RM/WS | 0 | 0 | 500 | 500 | 500 |
| Rialto - 11 Mile to South end | 640,000 RM/WS/SAD | 0 | RM/WS/SAD | 0 | 0 | 500 | 500 | 500 |
| Park Court - 11 Mile to South end | 710,000 RM/WS/SAD | 0 | RM/WS/SAD | 0 | 0 | 500 | 500 | 500 |
| Alger - Parker South to Gardenia - S | 557,000 RM/WS | 0 | RM/WS | 0 | 0 | 500 | 500 | 500 |
| Townley - 11 Mile to University | 311,000 RM | 0 | RM | 0 | 0 | 0 | 500 | 500 |
| **Year 5 Roads (R-2)** | | | | | | | | |
| Shacket - Huntington to Spoon | 1,086,000 RM/WS | 0 | RM/WS | 0 | 0 | 0 | 500 | 500 |
| Spoon - S. of Huntington Ave | 85,000 RM/WS | 0 | RM/WS | 0 | 0 | 0 | 500 | 500 |
| Huntington - Campbell to Mark | 502,000 RM/WS | 0 | RM/WS | 0 | 0 | 0 | 500 | 500 |
| Sherry - Girard to S. of Parkdale | 576,000 RM/WS | 0 | RM/WS | 0 | 0 | 0 | 500 | 500 |
| Longfellow - Garry to 30290 Longfellow | 352,000 RM/WS | 0 | RM/WS | 0 | 0 | 0 | 500 | 500 |
| Groveland and University Intersection - (Watermain to 11 Mile) and 21700 Groveland to Farnum | 785,000 RM/WS | 0 | RM/WS | 0 | 0 | 0 | 500 | 500 |

| Legend: | |
|---|---|
| General Fund | GF |
| Solid Waste Millage | SM |
| Road Millage | RM |
| Vehicle Millage | VM |
| Advanced Life Support Millage | ALSM |
| Community Development Block Gran | CDBG |
| Water and Sewer Fund | WS |
| Special Assessment District | SAD |
| Major Street Fund | MSF |
| Local Street Fund | LSF |
| Grant Funding | Grant |
| Oakland County Road Commission | OCRC |
| Oakland County Drain Commissior | OCDC |
| Royal Oak Contribution | ROC |
| Library Fund | LF |
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|---|---|---|---|---|---|---|---|---|
| **Year 6 Roads (R-2)** | | | | | | | | |
| Lenox - Baxter to Sprague | $ 248,000 RM | $ 0 | RM | $ 0 | $ 0 | $ 0 | $ 0 | $ 500 |
| Hampden - Farnum Intersection | 9,000 WS | 0 | WS | 0 | 0 | 0 | 0 | 500 |
| University - Lenox to Hampden | 9,000 WS | 0 | WS | 0 | 0 | 0 | 0 | 500 |
| Brettenwoods - Gardenia to Farnum | 150,000 WS | 0 | WS | 0 | 0 | 0 | 0 | 500 |
| Forest - Hampden to Brettonwoods & Hampden Intersection | 15,000 WS | 0 | WS | 0 | 0 | 0 | 0 | 500 |
| Gardenia - Hampden to Dartmouth | 63,000 WS | 0 | WS | 0 | 0 | 0 | 0 | 500 |
| Parker - E of Sealcoat to John R - (Watermain Cross-Over) | 43,000 WS | 0 | WS | 0 | 0 | 0 | 0 | 500 |
| Total Neighborhood Projects | $ 17,623,000 | $ 4,119,000 | | $ 8,000 | $ 12,500 | $ 14,500 | $ 18,000 | $ 21,500 |

Legend:

| | |
|---|---|
| General Fund | GF |
| Solid Waste Millage | SM |
| Road Millage | RM |
| Vehicle Millage | VM |
| Advanced Life Support Millage | ALSM |
| Community Development Block Gran | CDBG |
| Water and Sewer Fund | WS |
| Special Assessment District | SAD |
| Major Street Fund | MSF |
| Local Street Fund | LSF |
| Grant Funding | Grant |
| Oakland County Road Commission | OCRC |
| Oakland County Drain Commission | OCDC |
| Royal Oak Contribution | ROC |
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|---|---|---|---|---|---|---|---|---|
| **Road Improvements** | | | | | | | | |
| ***Major Road Improvements*** | | | | | | | | |
| Sidewalk 12 Mile (under I-75 south-side) - Tri Party | $ 150,000 LSF/OCDC | $ 150,000 | LSF/OCDC | $ 100 | $ 100 | $ 100 | $ 100 | $ 100 |
| ***Traffic Signal Upgrades*** | | | | | | | | |
| Traffic Signal Improvements | 120,000 LSF | 30,000 | LSF | 50 | 50 | 50 | 50 | 50 |
| SB I-75 Ramp at 12 Mile (Lowes) | 100,000 SAD | 0 | SAD | 0 | 50 | 50 | 50 | 50 |
| ***Rehabilitation Programs*** | | | | | | | | |
| Joint & Crack Sealing - City Wide Major | 375,000 LSF | 75,000 | LSF | 100 | 100 | 100 | 100 | 100 |
| Sidewalk Replacement & Gap Installation | 1,810,000 SAD | 320,000 | SAD | 100 | 100 | 100 | 100 | 100 |
| Campbell 13 to 14 Mile Rd | 1,460,000 LSF/Grant/ROC | 0 | LSF/Grant/ROC | 0 | 0 | 100 | 100 | 100 |
| ***Commercial and Industrial Road Projects*** | | | | | | | | |
| North Avis Drive - Fourteen Mile to East Avis | 464,000 LSF/SAD | 464,000 | LSF/SAD | 100 | 100 | 100 | 100 | 100 |
| East Avis Drive - North Avis to Dequindre | 344,000 LSF/SAD | 344,000 | LSF/SAD | 100 | 100 | 100 | 100 | 100 |
| Edward Street - Fourteen Mile to Mandoline | 116,000 LSF/SAD | 116,000 | LSF/SAD | 100 | 100 | 100 | 100 | 100 |
| Mandoline Avenue - Edward to North Avis | 294,000 LSF | 294,000 | LSF | 100 | 100 | 100 | 100 | 100 |
| Whitcomb - W/B John R to end of Islands (east of Sherman) | 420,000 LSF | 0 | LSF | 0 | 100 | 100 | 100 | 100 |
| Whitcomb -E/B John R to end of Islands (east of Sherman) | 420,000 LSF | 0 | LSF | 0 | 0 | 100 | 100 | 100 |
| Industrial - Fourteen to East Avis | 271,000 LSF | 0 | LSF | 0 | 0 | 100 | 100 | 100 |
| Edward - Mandoline to Whitcomb | 288,000 LSF | 0 | LSF | 0 | 0 | 0 | 100 | 100 |
| ***Equipment Replacement*** | | | | | | | | |
| 1989 Concrete Drop Hammer #280 | 69,000 VM | 0 | VM | 0 | 100 | 100 | 100 | 100 |
| 2004 One Ton Dump Truck #431 | 43,000 VM | 0 | VM | 0 | 100 | 100 | 100 | 100 |
| 2003 Street Sweeper #402 | 184,000 VM | 0 | VM | 0 | 0 | 100 | 100 | 100 |
| 2003 Street Sweeper #408 | 193,000 VM | 0 | VM | 0 | 0 | 0 | 100 | 100 |
| 2003 Tandem Dump Trucks V-Box Inserts #418 & #419 | 95,000 LS | 0 | LS | 0 | 0 | 0 | 0 | 100 |
| Total Road Improvements | $ 7,216,000 | $ 1,793,000 | $ 0 | $ 750 | $ 1,100 | $ 1,500 | $ 1,700 | $ 1,800 |

| Legend: | |
|---|---|
| General Fund | GF |
| Solid Waste Millage | SM |
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| Vehicle Millage | VM |
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| Water and Sewer Fund | WS |
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| Major Street Fund | MSF |
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|---|---|---|---|---|---|---|---|---|
| **Collection & Distribution System** | | | | | | | | |
| ***Watermains*** | | | | | | | | |
| Palmer - North Dead End to 11 Mile | $ 191,000 WS | $ 0 | WS | $ 0 | $ 100 | $ 100 | $ 100 | $ 100 |
| Barrington - 11 Mile to Andover | 213,000 WS | 0 | WS | 0 | 0 | 100 | 100 | 100 |
| Hampden - 11 Mile to Andover | 204,000 WS | 0 | WS | 0 | 0 | 0 | 100 | 100 |
| Fourteen Mile - Palmer to John R | 150,000 WS | 0 | WS | 0 | 0 | 0 | 0 | 100 |
| ***Sewer Projects*** | | | | | | | | |
| Sewer Rehabilitation/Replacement | 200,000 WS | 0 | WS | 0 | 50 | 50 | 50 | 50 |
| DPS Brine Containment Structure | 30,000 WS | 0 | WS | 0 | 50 | 50 | 50 | 50 |
| ***Replacements*** | | | | | | | | |
| 2000 GMC W 4500 Van #452 | 61,000 WS | 0 | WS | 0 | 300 | 300 | 300 | 300 |
| 1996 Ford Backhoe #456 | 82,000 WS | 0 | WS | 0 | 300 | 300 | 300 | 300 |
| 1998 Ford Vactor #468 | 241,000 WS | 0 | WS | 0 | 300 | 300 | 300 | 300 |
| 1975 Emergency Generator -Portable #554 | 39,000 WS | 0 | WS | 0 | 0 | 300 | 300 | 300 |
| Total Collection & Distribution System | $ 1,411,000 | $ 0 | | $ 0 | $ 1,100 | $ 1,500 | $ 1,600 | $ 1,700 |

| Legend: | |
|---|---|
| General Fund | GF |
| Solid Waste Millage | SM |
| Road Millage | RM |
| Vehicle Millage | VM |
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|---|---|---|---|---|---|---|---|---|
| **Public Safety** | | | | | | | | |
| ***Police*** | | | | | | | | |
| Police, Court Civic Park Dumpster Enclosure | $ 30,000 GF | $ 0 | GF | $ 0 | $ 300 | $ 300 | $ 300 | $ 300 |
| Patrol Car Video System Upgrade | 100,000 Grant | 0 | Grant | 0 | 0 | 300 | 300 | 300 |
| 2002 Animal Control Van #119 | 40,000 GF | 0 | GF | 0 | 0 | 300 | 300 | 300 |
| Replace Police Station Roof | 110,000 GF | 0 | GF | 0 | 0 | 300 | 300 | 300 |
| Remove & Replace Fuel Dispenser Island | 50,000 GF | 0 | GF | 0 | 0 | 0 | 300 | 300 |
| Emergency 9-1-1 Telephone Upgrade | 100,000 Grant | 0 | Grant | 0 | 0 | 0 | 0 | 300 |
| ***Fire*** | | | | | | | | |
| City Bldgs. Fire Detection & Supression Systems | 365,000 GF | 100,000 | GF | 300 | 300 | 300 | 300 | 300 |
| Fire Dispatch Station Alerting System | 28,000 FB | 28,000 | FB | 300 | 300 | 300 | 300 | 300 |
| 2002 Ambulance Rescue #710 | 227,000 VM | 0 | VM | 0 | 0 | 300 | 300 | 300 |
| Emergency Operations Center Improvements | 60,000 GF/FB | 0 | GF/FB | 0 | 0 | 0 | 500 | 500 |
| ***District Court*** | | | | | | | | |
| District Court Loading Ramp Renovations | 25,000 GF | 25,000 | GF | 50 | 50 | 50 | 50 | 50 |
| Replace North Section of Roof | 110,000 GF | 0 | GF | 0 | 50 | 50 | 50 | 50 |
| Total Public Safety | $ 1,245,000 | $ 153,000 | | $ 650 | $ 1,000 | $ 2,200 | $ 3,000 | $ 3,300 |

| Legend: | |
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| Road Millage | RM |
| Vehicle Millage | VM |
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| Water and Sewer Fund | WS |
| Special Assessment District | SAD |
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|---|---|---|---|---|---|---|---|---|
| **General Gov't & Economic Dev.** | | | | | | | | |
| ***Civic Center/City Wide*** | | | | | | | | |
| City Hall Roof Replacement | $ 210,000 GF | $ 210,000 | GF | $ 50 | $ 50 | $ 50 | $ 50 | $ 50 |
| City Hall Exterior Panel Replacement | 30,000 GF | 0 | GF | 0 | 50 | 50 | 50 | 50 |
| City Hall North Entrance Canopy | 75,000 GF | 0 | GF | 0 | 0 | 50 | 50 | 50 |
| ***Information Technology*** | | | | | | | | |
| City Hall Computer Cabling | 60,000 GF | 60,000 | GF | 50 | 50 | 50 | 50 | 50 |
| ***Economic Development*** | | | | | | | | |
| Alley Improvements | 100,000 DDA | 100,000 | DDA | 50 | 50 | 50 | 50 | 50 |
| Property Acquisition | 50,000 DDA | 50,000 | DDA | 50 | 50 | 50 | 50 | 50 |
| Total Gen. Gov't & Econ. Dev. | $ 525,000 | $ 420,000 | | $ 200 | $ 250 | $ 300 | $ 300 | $ 300 |

| Legend: | |
|---|---|
| General Fund | GF |
| Solid Waste Millage | SM |
| Road Millage | RM |
| Vehicle Millage | VM |
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| Water and Sewer Fund | WS |
| Special Assessment District | SAD |
| Major Street Fund | MSF |
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| Grant Funding | Grant |
| Oakland County Road Commission | OCRC |
| Oakland County Drain Commissior | OCDC |
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| Library Fund | LF |
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|---|---|---|---|---|---|---|---|---|
| **Leisure & Human Services** | | | | | | | | |
| ***Single Park Projects*** | | | | | | | | |
| Kuhn Drain Soccer Complex | $ 200,000 OCRC | $ 200,000 | OCRC | $ 500 | $ 500 | $ 500 | $ 500 | $ 500 |
| Civic Center Park- Repave Parking Lot (Phase 2&3) | 63,000 GF | 63,000 | GF | 500 | 500 | 500 | 500 | 500 |
| Rosie's Park-Resurface & Expand Farnum Parking Lot | 57,000 GF | 57,000 | GF | 500 | 500 | 500 | 500 | 500 |
| Rosie's Park-Upgrade BMX Track/Install Climbing Rock | 40,000 GF/SAD | 40,000 | GF/SAD | 500 | 500 | 500 | 500 | 500 |
| Greenleaf Park-Resurface, Restripe Drainage Parking Lot | 95,000 SAD | 95,000 | SAD | 500 | 500 | 500 | 500 | 500 |
| Rosie's Park - New Pavilion | 45,000 GF | 0 | GF | 0 | 500 | 500 | 500 | 500 |
| Twelve Sherry Park-Replace 12 Mile Road Fence | 10,000 GF/SAD | 0 | GF/SAD | 0 | 500 | 500 | 500 | 500 |
| Huffman Park-add Pavilion | 45,000 GF | 0 | GF | 0 | 500 | 500 | 500 | 500 |
| Rosie's Park-New Pavilion & Decorative Plaza | 50,000 GF | 0 | GF | 0 | 500 | 500 | 500 | 500 |
| Twelve Sherry Park-Replace Swings & Soft-Fall Surface | 30,000 GF/SAD | 0 | GF | 0 | 0 | 500 | 500 | 500 |
| Civic Center Park-Install Playscape & Soft-Fall Surface | 100,000 GF/SAD | 0 | GF/SAD | 0 | 0 | 500 | 500 | 500 |
| Edison Park-Remove Fencing Along Forest Street | 20,000 GF | 0 | GF | 0 | 0 | 500 | 500 | 500 |
| Kuhn Drain -Develop Dog Park | 40,000 OCRC | 0 | OCRC | 0 | 0 | 500 | 500 | 500 |
| Rosie's Park-Irrigate Soccer Field | 15,000 GF/SAD | 0 | GF/SAD | 0 | 0 | 500 | 500 | 500 |
| ***Multiple Park Projects*** | | | | | | | | |
| Bike Path | 1,236,000 GF/SAD | 250,000 | GF/SAD | 500 | 500 | 500 | 500 | 500 |
| Landscape Enhancements | 30,000 GF | 15,000 | GF | 500 | 500 | 500 | 500 | 500 |
| Friendship/Madison Woods & Rosie's-Land Acquisition | 200,000 GF/SAD | 0 | GF/SAD | 0 | 0 | 0 | 500 | 500 |
| Total Leisure & Human Services | $ 2,276,000 | $ 720,000 | | $ 3,500 | $ 5,500 | $ 8,000 | $ 8,500 | $ 8,500 |
| TOTAL ALL FUNDS | $ 30,296,000 | $ 7,205,000 | | $ 13,100 | $ 21,450 | $ 28,000 | $ 33,100 | $ 37,100 |

Legend:

| | |
|---|---|
| General Fund | GF |
| Solid Waste Millage | SM |
| Road Millage | RM |
| Vehicle Millage | VM |
| Advanced Life Support Millage | ALSM |
| Community Development Block Gran | CDBG |
| Water and Sewer Fund | WS |
| Special Assessment District | SAD |
| Major Street Fund | MSF |
| Local Street Fund | LSF |
| Grant Funding | Grant |
| Oakland County Road Commission | OCRC |
| Oakland County Drain Commissior | OCDC |
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**TABLE XV**
**FY 2008-13 FIVE YEAR FINANCIAL FORECAST**
**PROJECTED CAPITAL OUTLAY PURCHASES**
**GENERAL FUND PROJECT FUNDING**
**(IN THOUSANDS)**

| ITEM | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 | TOTAL |
|---|---|---|---|---|---|---|
| POLICE | | | | | | |
| Police, Court Civic Park Dumpster Enclosure | $ 0 | $ 30 | $ 0 | $ 0 | $ 0 | $ 30 |
| 2002 Animal Control Van #119 | 0 | 0 | 40 | 0 | 0 | 40 |
| Replace Police Station Roof | 0 | 0 | 110 | 0 | 0 | 110 |
| Remove & Replace Fuel Dispenser Island | 0 | 0 | 0 | 50 | 0 | 50 |
| | | | | | | |
| FIRE | | | | | | |
| City Bldgs. Fire Detection & Supression Systems | 100 | 75 | 115 | 75 | 0 | 365 |
| Emergency Operations Center Improvements | 0 | 0 | 0 | 30 | 0 | 30 |
| | | | | | | |
| DISTRICT COURT | | | | | | |
| District Court Loading Ramp Renovations | 25 | 0 | 0 | 0 | 0 | 25 |
| Replace North Section of Roof | 0 | 110 | 0 | 0 | 0 | 110 |
| | | | | | | |
| CIVIC CENTER/CITY WIDE | | | | | | |
| City Hall Roof Replacement | 210 | 0 | 0 | 0 | 0 | 210 |
| City Hall Exterior Panel Replacement | 0 | 30 | 0 | 0 | 0 | 30 |
| City Hall North Entrance Canopy | 0 | 0 | 75 | 0 | 0 | 75 |
| | | | | | | |
| INFORMATION TECHNOLOGY | | | | | | |
| City Hall Computer Cabling | 60 | 0 | 0 | 0 | 0 | 60 |
| | | | | | | |
| SINGLE PARK PROJECTS | | | | | | |
| Civic Center Park- Repave Parking Lot (Phase 2&3) | 63 | 0 | 0 | 0 | 0 | 63 |
| Rosie's Park-Resurface & Expand Farnum Parking Lot | 57 | 0 | 0 | 0 | 0 | 57 |
| Rosie's Park-Upgrade BMX Track/Install Climbing Rock | 30 | 0 | 0 | 0 | 0 | 30 |
| Rosie's Park - New Pavilion | 0 | 45 | 0 | 0 | 0 | 45 |
| Twelve Sherry Park-Replace 12 Mile Road Fence | 0 | 5 | 0 | 0 | 0 | 5 |
| | | | | | | |
| Huffman Park-add Pavilion | 0 | 45 | 0 | 0 | 0 | 45 |
| Rosie's Park-New Pavilion & Decorative Plaza | 0 | 50 | 0 | 0 | 0 | 50 |
| Twelve Sherry Park-Replace Swings & Soft-Fall Surface | 0 | 0 | 25 | 0 | 0 | 25 |
| Civic Center Park-Install Playscape & Soft-Fall Surface | 0 | 0 | 50 | 0 | 0 | 50 |
| Edison Park-Remove Fencing Along Forest Street | 0 | 0 | 20 | 0 | 0 | 20 |
| Rosie's Park-Irrigate Soccer Field | 0 | 0 | 7.5 | 0 | 0 | 7.5 |
| | | | | | | |
| MULTIPLE PARK PROJECTS | | | | | | |
| Bike Path | 125 | 125 | 125 | 125 | 118 | 618 |
| Landscape Enhancements | 15 | 0 | 15 | 0 | 0 | 30 |
| Friendship/Madison Woods & Rosie's-Land Acquisition | 0 | 0 | 0 | 50 | 50 | 100 |
| TOTALS | $ 685 | $ 515 | $ 582.5 | $ 330 | $ 168 | $ 2,280.5 |

Note: Excludes Solid Waste, Proposal "ALS" and Proposal "V" funded Vehicle purchases. See Tables III and XI.

**TABLE XVI**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**COMPUTER REPLACEMENT PLAN**

| DEPARTMENT/ DIVISION | LOCATION | STATUS | CLASS | SPEED | YEAR PURCHASED | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 |
|---|---|---|---|---|---|---|---|---|---|---|
| City Council | Council | | Pentium | 866 | 2000 | | | | R | |
| City Council | Home-Laptop | C | Pentium | 1800 | 2007 | | | | N | |
| City Council | Home-Laptop | C | Pentium | 1600 | 2007 | | | | N | |
| City Council | Home-Laptop | C | Pentium | 1600 | 2007 | | | | N | |
| City Council | Home-Laptop | C | Pentium | 1600 | 2006 | | | N | | |
| City Council | Home-Laptop | C | Pentium | 1900 | 2008 | | N | | | |
| City Council | Home-Laptop | C | Pentium | 1800 | 2007 | | N | | | |
| City Council | Home-Laptop | C | Pentium | 1730 | 2006 | | | N | | |
| City Manager | Laptop-Council Meeting | C | Pentium | 2200 | 2003 | | | | | |
| City Manager | Exec Assistant | C | Pentium | 2200 | 2002 | N | | | | |
| City Manager | City Manager | C | Pentium | 1000 | 2001 | | N | | | |
| Assessing | Counter-2 | | Pentium | 866 | 2000 | | | R | | |
| Assessing | Counter-1 | | Pentium | 866 | 2000 | | | R | | |
| Assessing | Laptop | C | Pentium | 700 | 1998 | R | | | | |
| Assessing | Photo Scanning | | Pentium | 550 | 1999 | | | | | |
| Assessing | Assessing Ass't | C | Pentium | 1000 | 2001 | | N | | | |
| Assessing | Appraiser | C | Pentium | 1000 | 2001 | | N | | | |
| Assessing | Deputy Assessor | C | Pentium | 1600 | 2002 | | N | | | |
| Assessing | Assessor | C | Pentium | 2000 | 2002 | | N | | | |
| City Clerk | Office Ass't II-Voting | | Pentium | 2400 | 2005 | | | N | | |
| City Clerk | Counter | C | Pentium | 1000 | 2001 | | N | | | |
| City Clerk | Office Ass't II | C | Pentium | 1000 | 2001 | | N | | | |
| City Clerk | City Clerk | C | Pentium | 1000 | 2001 | | N | | | |
| City Clerk | City Clerk-Laptop | C | Pentium | 500 | 1999 | R | | | | |
| City Clerk | Imaging | C | Pentium | 1000 | 2001 | | | | | |
| Personnel | Personnel Coordinator | C | Pentium | 2200 | 2008 | | | | | |
| Personnel | Director of Administrative Service | C | Pentium | 3000 | 2006 | | | | N | |
| Purchasing | Purchasing Office | C | Pentium | 866 | 2000 | | R | | | |
| Purchasing | Cable | C | Pentium | 2800 | 2006 | | | | | |
| Finance | Deposit | | Pentium | 866 | 2000 | | R | | | |
| Finance | Counter | | Pentium | 866 | 2000 | | R | | R | |
| Finance | Fiscal Ass't I | C | Pentium | 1600 | 2002 | | N | | | |
| Finance | Fiscal Ass't II | C | Pentium | 1600 | 2002 | | N | | | |
| Finance | Accountant | C | Pentium | 2000 | 2002 | | N | | | |
| Finance | Accountant | C | Pentium | 2000 | 2002 | | N | | | |
| Finance | Fiscal Ass't II | C | Pentium | 2000 | 2002 | | N | | | |
| Finance | Fiscal Ass't II | C | Pentium | 2000 | 2002 | | N | | | |
| Finance | Deputy | C | Pentium | 2000 | 2002 | | N | | | |
| Finance | Director | C | Pentium | 3000 | 2005 | | | N | | |
| Finance | Fiscal Ass't II | C | Pentium | 2000 | 2002 | | N | | | |
| Finance | Register | C | Pentium | 1600 | 2001 | | R | | | |
| Information Tech | Laptop - Spare | | Pentium | 900 | 2001 | | | | | |
| Information Tech | Laptop - Spare | | Pentium | 900 | 1999 | | | | | |
| Information Tech | Disaster Recovery Server | C | Pentium | 1000 | 2001 | | | | | |
| Information Tech | File Server - Backups | C | Pentium | 1000 | 2001 | | | | | |
| Information Tech | File Server - Active Directory | C | Pentium | 2800 | 2006 | | | | N | |
| Information Tech | MIS Administrator | C | Pentium | 3000 | 2006 | | | | N | |
| Information Tech | Info. Systems Specialist | C | Pentium | 3000 | 2006 | | | | N | |
| Information Tech | Print Server | C | Pentium | 2000 | 2002 | N | | | | |
| Information Tech | Imaging File Server | C | Pentium | 3000 | 2006 | | | | N | |

**N=NEW**
**R=ROTATED**
**C=CORE COMPUTER**

**TABLE XVI**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**COMPUTER REPLACEMENT PLAN**

| DEPARTMENT/ DIVISION | LOCATION | STATUS | CLASS | SPEED | YEAR PURCHASED | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 |
|---|---|---|---|---|---|---|---|---|---|---|
| Information Tech | File Server - Active Directory | C | Pentium | 2800 | 2006 | | | | N | |
| Information Tech | Public Record Display | C | Pentium | 1000 | 2001 | | R | | | |
| Information Tech | Video Server | C | Pentium | 2400 | 2003 | | N | | | |
| DPS-Bldg. Maint. | Supervisor | C | Pentium | 2800 | 2005 | | | N | | |
| Police | Gas Boy | | 866 | 2000 | 2007 | | | R | | |
| Police | Training Officer | C | Pentium | 3000 | 2005 | | | | N | |
| Police | Imaging | C | Pentium | 3000 | 2006 | | | | N | |
| Police | Special Investigations | C | Pentium | 3000 | 2005 | | | N | | |
| Police | Special Investigations | C | Pentium | 3000 | 2006 | | | | N | |
| Police | Station Officer | C | Pentium | 3000 | 2006 | | | | N | |
| Police | DB Office Ass't II | C | Pentium | 3000 | 2005 | | | N | | |
| Police | Crime Prevention Office | C | Pentium | 1000 | 2001 | | | N | | |
| Police | DB Lieutenant | C | Pentium | 3000 | 2006 | | | N | | |
| Police | K9 | C | Pentium | 1000 | 2001 | | | | N | |
| Police | DB Sergeant | C | Pentium | 3000 | 2005 | | | N | | |
| Police | DB Sergeant | C | Pentium | 3000 | 2005 | | | N | | |
| Police | DB Sergeant | C | Pentium | 3000 | 2005 | | | N | | |
| Police | DB Sergeant | C | Pentium | 3000 | 2005 | | | N | | |
| Police | Info. System Specialist | C | Pentium | 3000 | 2005 | | | N | | |
| Police | DB Sergeant | C | Pentium | 3000 | 2005 | | | N | | |
| Police | Records Office Ass't II | C | Pentium | 3000 | 2006 | | | | N | |
| Police | 1ST Shift Lieutenant | C | Pentium | 3000 | 2006 | | | | N | |
| Police | 2ND Shift Lieutenant | C | Pentium | 3000 | 2006 | | | | N | |
| Police | 3RD Shift Lieutenant | C | Pentium | 3000 | 2006 | | | | N | |
| Police | Laptop/Training | C | Pentium | 1667 | 2006 | | | | N | |
| Police | Dispatch Front Desk | C | Pentium | 3000 | 2006 | | | | N | |
| Police | Deputy Chief | C | Pentium | 3000 | 2006 | | | | N | |
| Police | Youth Bureau | C | Pentium | 3000 | 2005 | | | N | | |
| Police | Records | C | Pentium | 3000 | 2005 | | | N | | |
| Police | Conference Room | | Pentium | 3000 | 2005 | | | R | | |
| Police | Admin. Secretary | C | Pentium | 3000 | 2005 | | | N | | |
| Police | Chief | C | Pentium | 3000 | 2006 | | | | N | |
| Police | Gun Registration | C | Pentium | 3000 | 2006 | | | | N | |
| Police | Dispatch NWS | C | Pentium | 1000 | 2000 | | | | | |
| Police | Reserves | | Pentium | 600 | 1999 | R | | | R | |
| Police | Reserves | | Pentium | 600 | 1999 | R | | | R | |
| Police | Reserves | | Pentium | 300 | 1997 | R | | | R | |
| Fire | Station #2 Report Desk | C | Pentium | 1000 | 2001 | | N | | | |

**N=NEW**
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**TABLE XVI**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**COMPUTER REPLACEMENT PLAN**

| DEPARTMENT/ DIVISION | LOCATION | STATUS | CLASS | SPEED | YEAR PURCHASED | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 |
|---|---|---|---|---|---|---|---|---|---|---|
| Fire | Scan Station | C | Pentium | 1000 | 2001 | | N | | R | |
| Fire | Communication | | Pentium | 866 | 2000 | | N | | | |
| Fire | Inspector | C | Pentium | 1000 | 2001 | | | | | |
| Fire | Inspector - Tablet | C | Celeron | 1000 | 2006 | | | | N | |
| Fire | Report Desk | C | Pentium | 1000 | 2001 | | N | | | |
| Fire | Office Ass't II | C | Pentium | 1000 | 2001 | | N | | | |
| Fire | Station #2 Officer | C | Pentium | 1000 | 2001 | | N | | | |
| Fire | Officer Room #1 | C | Pentium | 1000 | 2001 | | N | | | |
| Fire | Chief | C | Pentium | 1000 | 2001 | | N | | | |
| Fire | Training | | Pentium | 1800 | 2007 | | | | | N |
| Fire | Hazmat-Laptop | C | Pentium | 1800 | 2002 | | | N | | |
| Fire | Fire Dispatch Laptop | C | Pentium | 1830 | 2006 | | | | N | |
| Fire | Fire Dispatch Laptop | C | Pentium | 1830 | 2006 | | | | N | |
| Fire | Fire Dispatch Laptop | C | Pentium | 1830 | 2006 | | | | N | |
| Fire | Fire Dispatch Laptop | C | Pentium | 1830 | 2006 | | | | N | |
| Fire | Fire Dispatch Laptop | C | Pentium | 1830 | 2006 | | | | N | |
| CDD | Laptop Elec. Insp. | C | Pentium | 2800 | 2005 | | N | | | |
| CDD | Laptop Bldg. Insp. | C | Pentium | 2800 | 2005 | N | | | | |
| CDD | Contract Inspector | | Pentium | 866 | 2000 | | R | | R | |
| CDD | Counter | | Pentium | 866 | 2000 | | R | | R | |
| CDD | Counter | | Pentium | 866 | 2000 | | R | | R | |
| CDD | Director | C | Pentium | 1000 | 2001 | N | | | | |
| CDD | Imaging | C | Pentium | 667 | 2000 | N | | | | |
| CDD | GIS Supervisor | C | Pentium | 2000 | 2002 | | N | | | |
| CDD | GIS Technician | C | Pentium | 2000 | 2002 | | N | | | |
| CDD | Contract Inspector | C | Pentium | 866 | 2000 | | R | | | |
| CDD | Office Part Time | C | Pentium | 866 | 2000 | | R | | | |
| CDD | Office Ass't II | C | Pentium | 866 | 2002 | | R | | N | |
| CDD | Deputy Director | C | Pentium | 2000 | 2007 | | | | | N |
| CDD | Admin. Secretary | C | Pentium | 2000 | 2002 | | N | | | |
| CDD | Laptop Code Enforce | C | Pentium | 2800 | 2005 | | | N | | |
| CDD | Laptop Code Enforce | C | Pentium | 2800 | 2005 | | | N | | |
| CDD | Econ. Dev. Position | C | Pentium | 2660 | 2003 | | | N | | |
| CDD | ARC IMS Server | C | Pentium | 1700 | 2002 | | | | | |
| CDD | Laptop - GIS Offsite | C | Pentium | 2800 | 2002 | | N | | | |
| CDD | Crime Scene Investigation | C | Pentium | 1883 | 2006 | | | | N | |
| CDD | 911 Mapping GIS | C | Pentium | 1883 | 2006 | | | | N | |
| CDD | Laptop - PT Code Enforcement | C | Pentium | 1600 | 2004 | | N | | | |
| DPS-Streets | Recreation Registration | | Pentium | 1600 | 2002 | | | | | |
| DPS-Streets | Deputy City Manager | C | Pentium | 2000 | 2002 | | N | | | |
| DPS-Streets | Office Ass't II | C | Pentium | 2800 | 2005 | | | N | | |
| DPS-Streets | Admin. Secretary | C | Pentium | 2800 | 2005 | | | N | | |
| DPS-Streets | Deputy Super. | C | Pentium | 2800 | 2005 | | | N | | |
| DPS-Streets | Laptop | C | Celeron | 2400 | 2004 | | N | | | |
| DPS-Streets | Equip. Operator 3 | C | Pentium | 2400 | 2004 | | N | | | |
| DPS-Recreation | Counter | | Pentium | 1000 | 2001 | | R | | R | |
| DPS-Recreation | Recreation Coord. | | Pentium | 2000 | 2004 | | N | | | |
| DPS-Recreation | Supervisor | C | Pentium | 2800 | 2005 | | | N | | |
| DPS-Recreation | Office Ass't II | C | Pentium | 2800 | 2005 | | | N | | |
| DPS-Youth | Internet | | Pentium | 2800 | 2005 | | | R | | |
| DPS-Youth | Internet | | Pentium | 2800 | 2005 | | | R | | |
| DPS-Nature Center | Floor | | Pentium | 233 | 1997 | R | | | R | |
| DPS-Nature Center | Audio-Visual | | Pentium | 350 | 1998 | R | | | | |

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**TABLE XVI**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**COMPUTER REPLACEMENT PLAN**

| DEPARTMENT/ DIVISION | LOCATION | STATUS | CLASS | SPEED | YEAR PURCHASED | FY 2008-09 | FY 2009-10 | FY 2010-11 | FY 2011-12 | FY 2012-13 |
|---|---|---|---|---|---|---|---|---|---|---|
| DPS-Nature Center | Supervisor | C | Pentium | 2000 | 2002 | | N | | | |
| DPS-Parks | Supervisor | C | Pentium | 2800 | 2005 | | | N | | |
| Seniors | Part Time | | Pentium | 866 | 2000 | | | | R | |
| Seniors | Office Ass't I | C | Pentium | 1600 | 2001 | | | | | |
| Seniors | Coordinator | C | Pentium | 866 | 2000 | | | | | |
| Main Library | Adult Room Internet | | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Adult Room Internet | | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Child Room Internet | | Pentium | 233 | 1997 | | | | | |
| Main Library | Circulation Ass't | C | Pentium | 866 | 2001 | | N | | | |
| Main Library | Child East Catalog | | Pentium | 400 | 1998 | | R | | | |
| Main Library | Child West Catalog | | Pentium | 866 | 2000 | | R | | | |
| Main Library | Backroom West | | Pentium | 300 | 1998 | | R | | | |
| Main Library | Backroom East | | Pentium | 400 | 1998 | | R | | | |
| Main Library | Child Magazine | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Children Internet | C | Pentium | 500 | 1999 | | N | | | |
| Main Library | Children Public | C | Pentium | 500 | 1999 | | N | | | |
| Main Library | Adult Internet | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Adult Internet | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Adult Internet | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Adult Internet | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Library Staff | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Counter Side | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Counter Side | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Library Technician | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Children Lib. | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Adult Reference | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Adult Reference | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Librarian | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Adult Librarian | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Counter North | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Counter South | C | Pentium | 2800 | 2006 | | | | N | |
| Main Library | Youth Staff | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Adult Public Cat. | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Adult Public Cat. | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Adult Public Express | C | Pentium | 866 | 2000 | | N | | | |
| Main Library | Adult Public Express | C | Pentium | 866 | 2000 | | N | | | |
| CIP Housing | Supervisor | C | Pentium | 2000 | 2002 | N | | | | |
| CIP Housing | Housing Aide | C | Pentium | 2000 | 2002 | N | | | | |
| W/S Administration | Water Room | C | Pentium | 1000 | 2001 | | R | | | |
| W/S Administration | Water Supervisor | C | Pentium | 3000 | 2005 | | | N | | |
| Motor Pool | Laptop | | Pentium | 500 | 2000 | | R | | | |
| Motor Pool | Supervisor | C | Pentium | 2000 | 2002 | | N | | | |
| Motor Pool | Parts | C | Pentium | 2000 | 2002 | | N | | | |
| TOTAL | | | | | NEW | 7 | 55 | 29 | 42 | 2 |
| | | | | | ROTATE | 7 | 18 | 6 | 10 | 0 |

**GIS/A.M. TECHNOLOGICAL PERIPEHRALS**

| ITEM | COMPANY | MODEL | YEAR PURCH | DEPT | REPLACE CYCLE LENGTH | YEAR TO REPLACE |
|---|---|---|---|---|---|---|
| Plotter | HP | 1055CM | 2000-01 | CDD | 8 | 2009-10 |
| Plotter | HP | 1055CM | 2000-01 | DPS | 8 | 2013-14 |
| Printer | OKI | 9600 | 2005-06 | CDD | 5 | 2010-11 |
| Printer | OKI | 9600 | 2005-06 | DPS | 5 | 2010-11 |
| GPS | TRIMBLE | 5700 | 2000-01 | CDD | 10 | 2010-11 |
| SCANNER | VIDAR | TRUSCAN | 2000-01 | CDD | 8 | 2009-10 |

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**TABLE XVII**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**FIFTEEN YEAR VEHICLE AND EQUIPMENT REPLACEMENT PLAN**

| DEPARTMENT | VEHICLE | VEH # | LAST YEAR PURCH | REPLACE CYCLE LENGTH | 08-09 | 09-10 | 10-11 | 11-12 | 12-13 | 13-14 | 14-15 | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | 21-22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PD-Detective | Ford Taurus | 100 | 2002 | 7 | | X | | | | | | | X | | | | | |
| PD-Detective | Dodge Stratus | 101 | 2005 | 7 | | | | X | | | | | | | X | | | |
| PD-Radar | Chevy Impala | 102 | 2006 | N.F. | | | | | | | | | | | | | | |
| PD-Radar | Dodge Charger | 103 | 2008 | N.F. | | | | | | | | | | | | | | |
| PD-Patrol | Chevy Impala | 104 | 2006 | N.F. | | | | | | | | | | | | | | |
| PD-Patrol | Ford Crown Vic | 105 | 2007 | N.F. | X | | | | | | | | | | | | | |
| PD-Patrol | Dodge Charger | 106 | 2008 | N.F. | | | | | | | | | | | | | | |
| PD-Patrol | Ford Crown Vic | 107 | 2006 | N.F. | | | | | | | | | | | | | | |
| PD-Patrol | Ford Crown Vic | 108 | 2007 | N.F. | | | | | | | | | | | | | | |
| PD-Patrol | Ford Crown Vic | 109 | 2006 | N.F. | X | | | | | | | | | | | | | |
| PD-Patrol | Ford Crown Vic | 110 | 2006 | N.F. | | | | | | | | | | | | | | |
| PD-Patrol | Ford Explorer | 111 | 2007 | N.F. | | | | | | | | | | | | | | |
| PD-A.I.T. | Dodge Charger | 112 | 2007 | N.F. | | | | | | | | | | | | | | |
| PD-A.I.T. | Ford Crown Vic | 113 | 2008 | N.F. | | | | | | | | | | | | | | |
| PD-Patrol Sup. | Ford Explorer | 114 | 2003 | 4 | | X | | | | X | | | | X | | | | X |
| PD-SIU | Undercover | 115 | 2003 | 5 | X | | | | | X | | | | | X | | | |
| PD-Canine Unit | Ford Crown Vic | 116 | 2006 | 3 | | X | | | X | | | X | | | X | | | X |
| PD-Mtr. Carrier | Chevy Astro Van | 117 | 2000 | 10 | | | X | | | | | | | | | | X | |
| PD-Animal CTL | Chevy G20 Van | 119 | 2002 | 9 | | | | X | | | | | | | | | X | |
| PD-Crime Prev. | Chevy Tahoe | 120 | 1998 | N/A | | | | | | | | | | | | | | |
| PD-Admin | Chevy Impala | 121 | 2002 | 7 | | X | | | | | | | X | | | | | |
| PD-Detective | Ford Crown Vic | 122 | 1999 | Rotation | | | | | | | | | | | | | | |
| PD-Detective | Pontiac Grand AM | 123 | 2002 | 7 | | X | | | | | | | X | | | | | |
| PD-Admin | Chrysler Sebring | 124 | 2002 | 7 | | X | | | | | | | X | | | | | |
| PD-Detective | Chevrolet Malibu | 125 | 2007 | 7 | | | | | | X | | | | | | | X | |
| PD-Detective | Dodge Stratus | 126 | 2004 | 7 | | | X | | | | | | | X | | | | |
| PD-Detective | Chevy Lumina | 132 | 1999 | N/A | | | | | X | | | | | X | | | | |
| PD-CSTF (SIU) | Undercover | 133 | 2007 | 5 | | | | | X | | | | | X | | | | |
| PD-SIU (CSTF) | Undercover | 134 | 2004 | 5 | | X | | | | | X | | | | | X | | |
| PD-Pool | Ford Crown Vic | 137 | 2001 | Rotation | | | | | | | | | | | | | | |
| PD-SIU | Undercover | 138 | 2002 | 7 | | | X | | | | | | | X | | | | |
| PD-Reserves | Ford Crown Vic | 140 | 2000 | Rotation | | | | | | | | | | | | | | |
| PD-Reserves | Ford Crown Vic | 141 | 2001 | Rotation | | | | | | | | | | | | | | |
| PD-Reserves | Ford Crown Vic | 142 | 2002 | Rotation | | | | | | | | | | | | | | |
| PD-Reserves | Ford Crown Vic | 143 | 2003 | Rotation | | | | | | | | | | | | | | |
| PD-Reserves | Ford Crown Vic | 144 | 1999 | Rotation | | | | | | | | | | | | | | |
| PD-Reserves | Ford Crown Vic | 145 | 2000 | Rotation | | | | | | | | | | | | | | |
| PD-Reserves | Dodge Diplomat (Historical) | 146 | 1989 | N/A | | | | | | | | | | | | | | |
| PD-Reserves | Ford Crown Vic | 147 | 1999 | Rotation | | | | | | | | | | | | | | |
| PD-Patrol | Harley Davidson | 160 | 2007 | 7 | X | | | | | | | X | | | | | | |
| PD-Patrol | Harley Davidson | 161 | 2007 | 7 | X | | | | | | | X | | | | | | |
| PD-Patrol | Peace Keeper A.P.C. | 170 | 1983 | N/A | | | | | | | | | | | | | | |
| Streets | Wanco Solar Arrow | 257 | 1998 | 15 | | | | | | X | | | | | | | | |
| Streets | Concrete Drop Hammer | 261 | 1999 | 20 | | | | | | | | | | | X | | | |
| Streets | Concrete Drop Hammer | 280 | 1989 | 20 | | X | | | | | | | | | | | | |
| Parks | Utility Maint. Cart | 281 | 1993 | 13 | X | | | | | | | | | | | | | X |
| Parks | Senior/Handicap Transportation Cart | 282 | 2008 | 13 | | | | | | | | | | | | | X | |
| Sewer | Trailer Air Compressor | 300 | 1996 | 15 | | | | | X | | | | | | | | | |
| Water | Wanco Solar Arrow | 303 | 1997 | 15 | | | | | | X | | | | | | | | |
| Parks | Toro Snowblower | 314 | 2002 | 20 | | | | | | | | | | | | | | |
| Streets | Wanco Solar Arrow | 318 | 2000 | 15 | | | | | | | | X | | | | | | |
| Motorpool | Clark Fork Lift | 320 | 1997 | 30 | | | | | | | | | | | | | | |
| Parks | EX-Mar Mower | 325 | 2001 | 7 | X | | | | | | | X | | | | | | |
| Water | Trailer Air Compressor | 326 | 1986 | 15 | | | | | | | | | | | | | | |
| Water | Trailer Welder Miller | 329 | 1983 | N/A | | | | | | | | | | | | | | |
| Streets | 175 CFM Compressor | 330 | 2004 | 15 | | | | | | | | | | | X | | | |
| Sewer | 4 Inch Trash Pump | 336 | 2003 | 10 | | | | | | X | | | | | | | | |
| Streets | Cement Saw Target | 338 | 1997 | 15 | | | | | X | | | | | | | | | |
| Streets | Cement Saw Dimas | 339 | 2006 | 15 | | | | | | | | | | | | | | X |
| Solid Waste | Leaf Loader Trailer | 351 | 2007 | 20 | | | | | | | | | | | | | | |

**V=Proposal "V" Millage**
**Gray Area=FY 2008-2013 CIP Purchase**
***First replacement beyond 15 year plan**
**N.F.=New Formula replaced only after 70,000 miles**

**TABLE XVII**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**FIFTEEN YEAR VEHICLE AND EQUIPMENT REPLACEMENT PLAN**

| DEPARTMENT | VEHICLE | VEH # | LAST YEAR PURCH | REPLACE CYCLE LENGTH | 08-09 | 09-10 | 10-11 | 11-12 | 12-13 | 13-14 | 14-15 | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Solid Waste | Leaf Loader Trailer | 352 | 1999 | 20 | | | | | | | | | | | | | X | | |
| Solid Waste | Leaf Loader Sweepster | 353 | 1996 | N/A | | | | | | | | | | | | | | | |
| Solid Waste | Leaf Loader Trailer | 354 | 2001 | 20 | | | | | | | | | | | | | | | * |
| Solid Waste | Leaf Loader Trailer | 355 | 2001 | 20 | | | | | | | | | | | | | | | * |
| Solid Waste | Leaf Loader Sweepster | 356 | 1996 | N/A | | | | | | | | | | | | | | | |
| Solid Waste | Leaf Loader Trailer | 357 | 2007 | 20 | | | | | | | | | | | | | | | * |
| Water | Case 60 Trencher | 362 | 1997 | N/A | | | | | | | | | | | | | | | * |
| Parks | EX-Mark Mower | 363 | 2002 | 7 | | | X | | | | | | | X | | | | | |
| Parks | Olathe Sweeper | 364 | 2008 | 15 | | | | | | | | | | | | | | | X |
| Parks | Toro Rider Mower | 367 | 1999 | 10 | | X | | | | | | | | | | X | | | |
| Parks | EX-Mark Mower | 368 | 2001 | 7 | X | | | | | | | X | | | | | | | X |
| Streets | Asphalt Roller Vibrator | 369 | 1999 | 15 | | | | | | | X | | | | | | | | |
| Streets | Asphalt Paver Layton | 371 | 1999 | 15 | | | | | | | X | | | | | | | | |
| Parks | Toro 580D 16Ft Mower | 372 | 2002 | 15 | | | | | | | | | | X | | | | | |
| Parks | EX-Mark Mower | 373 | 2008 | 7 | | | | | | | X | | | | | | | X | |
| Streets | Solar Arrow | 374 | 1985 | 15 | | | | | | | | | X | | | | | | |
| Senior Citizn.. | Special Events Trailer | 375 | 1985 | 15 | X | | | | | | | | | | | | | | |
| Parks | Trailer | 381 | 1986 | N/A | | | | | | | | | | | | | | | * |
| Parks | Trailer | 382 | 2002 | 15 | | | | | | | | | | X | | | | | |
| Solid Waste | Street Sweeper Cross WD | 402 | 2003 | 8 | | | X | | | | | | | | X | | | | |
| Streets | Road Gander John Deere | 403 | 1975 | N/A | | | | | | | | | | | | | | | * |
| Streets | 4 YD. Loader CAT | 404 | 2003 | 17 | | | | | | | | | | | | | | | * |
| Water | 3 YD. Loader CAT | 405 | 2003 | 16 | | | | | | | | | | | | | X | | |
| Solid Waste | Brush Bandit Chipper | 406 | 2006 | 15 | | | | | | | | | | | | | | X | |
| Streets | CAT Backhoe | 407 | 2003 | 13 | | | | | | | | | X | | | | | | |
| Solid Waste | Street Sweeper Cross WD | 408 | 2003 | 8 | | | | X | | | | | | | | X | | | |
| Streets | CAT Loader 3 Yrd | 409 | 2003 | 15 | | | | | | | | | | X | | | | | |
| Solid Waste | Brush Bandit Chipper | 410 | 2002 | 15 | | | | | | | | | | X | | | | | |
| Solid Waste | Morbark Chipper | 411 | 1997 | 15 | | | | | X | | | | | | | | | | |
| Solid Waste | Pontiac Bonneville | 413 | 2004 | 8 | | | | X | | | | | | | | X | | | |
| Solid Waste | Chevrolet Trail Blazer | 414 | 2006 | 7 | | | | | X | | | | | | | X | | | |
| Streets | Stake Truck Ford | 415 | 2002 | 12 | | | | | | | | X | | | | | | | |
| Motor Pool | Crown Victoria | 416 | 1999 | Rotation | | | | | | | | | | | | | | | |
| Solid Waste | Tandem Dump Truck | 417 | 2003 | 10 | | | | | | X | | | | | | | | | |
| Streets | Tandem Dump Truck | 418 | 2003 | 11 | | | | | | | X | | | | | | | | |
| Streets | Tandem Dump Truck | 419 | 2003 | 12 | | | | | | | | X | | | | | | | |
| Streets | Chevy 3/4 Ton Pickup | 420 | 2004 | 11 | | | | | | | X | | | | | | | | |
| Streets | Tandem Dump Truck | 422 | 2003 | 13 | | | | | | | | | X | | | | | | |
| Water | Chevy 3/4 Ton Pickup | 423 | 2004 | 11 | | | | | | | X | | | | | | | | |
| Solid Waste | Single Axle Dump | 424 | 2003 | 12 | | | | | | | | X | | | | | | | |
| Streets | Single Axle Dump | 425 | 2003 | 13 | | | | | | | | | X | | | | | | |
| Streets | Single Axle Dump | 426 | 2003 | 14 | | | | | | | | | | X | | | | | |
| Streets | Platform Truck | 429 | 2003 | 10 | | | | | | X | | | | | | | | | |
| Motorpool | 3/4 Ton Pickup | 430 | 2000 | 10 | | | X | | | | | | | | | | X | | |
| Streets | One Ton Dump Truck | 431 | 2004 | 10 | | X | | | | | | | | | | X | | | |
| Streets | Chevy 3/4 Ton Pickup | 432 | 2002 | 9 | | | | | X | | | | | | | | | X | |
| Streets | Tandem Dump Truck | 433 | 2003 | 14 | | | | | | | | | | | X | | | | |
| Motorpool | Chevy Pickup | 434 | 1996 | 10 | | | | | | | | | X | | | | | | |
| Streets | Van Building Mnt. | 435 | 2003 | 10 | | | | | X | | | | | | | | | | X |
| Streets | Chevy 3/4 Ton Pickup W/Plow | 436 | 2004 | 9 | | | | | X | | | | | | | | | X | |
| Streets | Chevy 3/4 Ton Pickup | 440 | 2004 | 10 | | | | | | X | | | | | | | | | |
| Senior Citizn. | 25 Passenger Bus Ford | 443 | 2003 | 9 | | | | | X | | | | | | | | | X | |
| Recreation | Chevy Astro Van | 444 | 2003 | 10 | | | | | | X | | | | | | | | | |
| City Mgr. | Ford Crown Vic | 447 | 2001 | 7 | X | | | | | | | X | | | | | | | X |
| Library | Pontiac Bonneville | 448 | 1998 | 9 | | X | | | | | | | X | | | | | | |
| Parks | Ford 2000 Tractor | 449 | 1969 | N/A | | | | | | | | | | | | | | | * |
| Parks | Ford 2000 Tractor | 450 | 1969 | N/A | | | | | | | | | | | | | | | * |
| Water | 3/4 Ton Pickup | 451 | 1998 | 10 | X | | | | | | | | | | X | | | | |
| Water | GMC W 4500 Van | 452 | 2000 | 10 | | X | | | | | | | | | | X | | | |
| Water | Chevy Pickup | 453 | 2000 | 10 | | | X | | | | | | | | | | X | | |

**V=Proposal "V" Millage**
**Gray Area=FY 2008-2013 CIP Purchase**
***First replacement beyond 15 year plan**
**N.F.=New Formula replaced only after 70,000 miles**

**TABLE XVII**
**FY 2008-2013 FIVE YEAR CAPITAL IMPROVEMENT PLAN**
**FIFTEEN YEAR VEHICLE AND EQUIPMENT REPLACEMENT PLAN**

| DEPARTMENT | VEHICLE | VEH # | LAST YEAR PURCH | REPLACE CYCLE LENGTH | 08-09 | 09-10 | 10-11 | 11-12 | 12-13 | 13-14 | 14-15 | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Water | 3/4 Ton Pickup | 454 | 1999 | 10 | | | X | | | | | | | | | | X | | |
| Water | John Deere Backhoe | 455 | 2006 | 13 | | | | | | | | | | | X | | | | |
| Water | Backhoe Ford | 456 | 1996 | 13 | | X | | | | | | | | | | | | | X |
| Water | Chevy Pickup | 457 | 1997 | 10 | | | | | | | | | | X | | | | | |
| Water | GMC W 4500 Van | 458 | 2002 | 10 | | | | | | X | | | | | | | | | |
| Sewer | 3/4 Ton Pickup | 460 | 1998 | 10 | X | | | | | | | | | | X | | | | |
| Sewer | Chevy 2500 Pickup | 461 | 2000 | 10 | | | X | | | | | | | | | | X | | |
| Sewer | One Ton Dump Truck | 462 | 1997 | 13 | | | X | | | | | | | | | | | | |
| Sewer | GMC Pickup | 463 | 2002 | 10 | | | | | X | | | | | | | | | | X |
| Water | Tandem Axle Dump | 464 | 2001 | 10 | | | | | | | X | | | | | | | | |
| Sewer | Ford Vactor | 465 | 2003 | 12 | | | | | | | | X | | | | | | | |
| Sewer | Sewer T.V. Trailer | 466 | 1977 | N/A | X | | | | | | | | | | | | | | |
| Sewer | Ford Vactor | 468 | 1998 | 12 | | X | | | | | | | | | | | | X | |
| Senior Citizn. | Chevy Van | 469 | 1998 | 10 | X | | | | | | | | | | X | | | | |
| CDD Inspec. | Chevy Lumina | 470 | 2001 | 7 | | X | | | | | | | X | | | | | | |
| Senior Citizn. | Blue Bird Bus | 471 | 2002 | 12 | | | | | | | X | | | | | | | | |
| Parks | GMC Pickup | 473 | 2003 | 10 | | | | | | X | | | | | | | | | |
| Parks | GMC 4X4 Pickup | 474 | 2002 | 10 | | | | | | X | | | | | | | | | |
| Parks | Chevy 4X4 3/4 Ton Pickup | 475 | 2008 | 10 | | | | | | | | | | X | | | | | |
| Parks | Chevy S-10 Pickup | 477 | 1999 | 10 | | X | | | | | | | | | | X | | | |
| Parks | Chevy Blazer | 478 | 2002 | Rotation | | | | | | | | | | | | | | | |
| Solid Waste | Single Axle Dump Ford | 479 | 1999 | 7 | | | | | X | | | | | | | X | | | |
| Senior Citizn. | GMC Rally Van | 480 | 1996 | 10 | X | | | | | | | | | | X | | | | |
| Streets | Super Duty Dump Truck | 481 | 2006 | 10 | | | | | | | | | X | | | | | | |
| Senior Citizn. | Chevy Van | 482 | 2002 | 10 | | | | | X | | | | | | | | | | |
| Code Enforce | Chevy S-10 Pickup | 483 | 2001 | 7 | | X | | | | | | | X | | | | | | |
| Parks | Chevy S-10 Pickup | 484 | 1998 | 10 | X | | | | | | | | | | X | | | | |
| Parks | Chevy Pickup | 485 | 2000 | 10 | | | X | | | | | | | | | | X | | |
| Senior Citizn. | 22 Passenger Bus | 486 | 2003 | 9 | | | | | | X | | | | | | | | | X |
| Parks | Tractor Low Boy | 487 | 1969 | N/A | | | | | | | | | | | | | | | * |
| Parks | Volvo Loader | 488 | 2003 | 17 | | | | | | | | | | | | | | | * |
| Parks | Tractor Mower | 489 | 1969 | N/A | | | | | | | | | | | | | | | * |
| CDD Inspec. | S-10 Pickup | 492 | 2008 | 7 | | | | | | X | | | | | | | X | | |
| CDD Supervis. | Jimmy | 493 | 1999 | 7 | | X | | | | | | | X | | | | | | |
| CDD Inspec. | GMC Express Van 3500 | 494 | 2001 | 7 | | X | | | | | | X | | | | | | | X |
| Assessing | Chevy Lumina | 495 | 1999 | 10 | | X | | | | | X | | | | | | | X | |
| Code Enforce | S-10 Pickup | 496 | 1999 | 7 | X | | | | | | | X | | | | | | | X |
| CDD GIS | S-10 Pickup | 498 | 2000 | 7 | | X | | | | | | | X | | | | | | |
| Assessing | Chevy Lumina | 499 | 1999 | 10 | | | X | | | | | | | | | | X | | |
| CDD ED./Sup. | Pontiac Grand AM | 500 | 2003 | 7 | | | X | | | | | | | X | | | | | |
| Solid Waste | Chevy Pickup | 513 | 1997 | Rotation | | | | | | | | | | | | | | | |
| Solid Waste | Brush Chipper Truck | 525 | 2004 | 13 | | | | | | | | | | X | | | | | |
| Senior Citizn. | Smart Bus | 530 | 2006 | N/A | | | | | | | | | | | | | | | * |
| Motor Pool | Em. Gen. Fire STA. 1 | 550 | 2004 | 15 | | | | | | | | | | | | | X | | |
| Motor Pool | Em. Gen. Police | 551 | 2004 | 15 | | | | | | | | | | | | | X | | |
| Motor Pool | Em.Gen. DPS | 552 | 2006 | 15 | | | | | | | | | | | | | | X | |
| Motor Pool | Em. Gen. Fire Sta. 2 | 553 | 2004 | 15 | | | | | | | | | | | | | X | | |
| Motor Pool | Em. Gen. Portable-1 | 554 | 1975 | 35 | | | X | | | | | | | | | | | | |
| Motor Pool | Em. Gen. Portable-2 | 555 | 2004 | 15 | | | | | | | | | | | | | X | | |
| Fire | Chevy S-10 Blazer | 700 | 2008 | 7 | | | | | | | X | | | | | | | X | |
| Fire | Chevy Blazer | 701 | 2003 | 7 | | | X | | | | | | | X | | | | | |
| Fire | GMC Sierra Pickup | 702 | 2007 | 9 | | | | | | | | X | | | | | | | |
| Fire | Chevrolet Lumina | 703 | 1997 | N/A | | | | | | | | X | | | | | | | |
| Fire | Chevy Pickup 3500 | 704 | 2001 | 9 | | | X | | | | | | | | | | X | | |
| Fire | Ambulance Rescue Truck | 710 | 2002 | 9 | | | X | | | | | | | | | X | | | |
| Fire | Ambulance Rescue Truck | 711 | 2008 | 9 | | | | | | | | | X | | | | | | |
| Fire | Ambulance Rescue Truck | 712 | 2005 | 9 | | | | | | X | | | | | | | | | X |
| Fire | Pumper Quality | 720 | 2007 | 20 | | | | | | | | | | | | | | | * |
| Fire | Pumper Pierce | 721 | 2003 | 20 | | | | | | | | | | | | | | | * |
| Fire | Pumper Pierce | 722 | 2002 | 20 | | | | | | | | | | | | | | | * |

**V=Proposal "V" Millage**
**Gray Area=FY 2008-2013 CIP Purchase**
***First replacement beyond 15 year plan**
**N.F.=New Formula replaced only after 70,000 miles**

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| DEPARTMENT | VEHICLE | VEH # | LAST YEAR PURCH | REPLACE CYCLE LENGTH | 08-09 | 09-10 | 10-11 | 11-12 | 12-13 | 13-14 | 14-15 | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | 21-22 | 22-23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | |
| Fire | Aerial Ladder E-One | 730 | 1998 | 25 | | | | | | | | | | | | | | | * |
| Fire | Hazmat Trailer | 740 | 2006 | 15 | | | | | | | | | | | | | | X | |
| Fire | Technical Rescue Trailer | 741 | 2001 | 15 | | | | | | | | | X | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| **GRAND TOTAL** | | | | | **17** | **21** | **17** | **4** | **14** | **16** | **11** | **15** | **17** | **16** | **13** | **10** | **18** | **14** | **14** |

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MADISON HEIGHTS

MH

CITY OF PROGRESS